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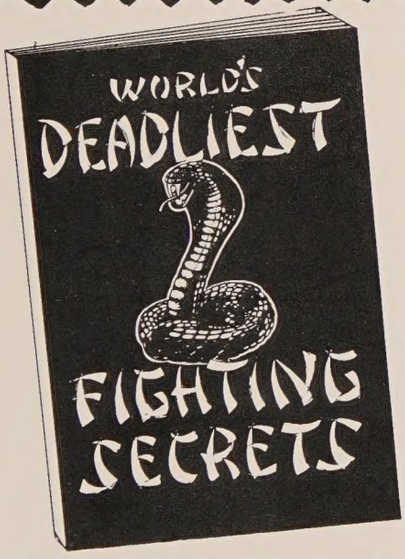

BLACK DRAGON FIGHTING SOCIETY

The BLACK DRAGON FIGHTING SOCIETY is the WORLD'S DEADLIEST FIGHTING ORGANIZATION which has included in its closed membership the top fighting experts of the DREADED CHINESE TONG SOCIETY — the oriental, and more vicious counterpart of the Mafia. Its members, who are the world's top Masters in the oriental fistic and grappling arts, train in the most SECRET and FORBIDDEN aspects of the DEADLY Chinese fighting arts of GUNG FU, TAI CHI CHUAN, CHUAN-FA, KEMPO, HSING YI, PA-KUA, SHAOLIN BOXING and DIM MAK.

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The FORBIDDEN and SECRET training manual of the BLACK DRAGON FIGHTING SOCIETY has never before been available to anyone outside of the Society. Recent attempts for regular publication and public exposure have been rejected as the contents were considered HORRIFYINGLY DANGEROUS and BRUTALLY VICIOUS.

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Rush my copy of **"The World's Deadliest Fighting Secrets"** in plain wrapper immediately. I enclose full payment of $4.98 and there will be nothing to pay on delivery. If for any reason I am not satisfied, I may return the book in 7 days for a full refund. I pledge never to use the deadly techniques of the manual as an aggressor (only to defend myself) and will never abuse the trust placed in me.

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As a special bonus for those ordering early an authentic I. D. card (silver thermographed on black) of the Black Dragon Fighting Society will be sent — while they last.

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— even more startling, now save up to $16 a month, up to 50 gallons of gas each month, without changing a single part on your car!

Laboratory reports . . . PLUS road tests conducted on Indianapolis proving grounds reveal you may now get as much as 37 miles of driving from each gallon of gas . . . save up to 50 gallons of gas each month . . . save up to $200 on your car each year!

Six months ago, for perhaps the first time in history, the United States Government issued patent protection to an invention that has been classified ILLEGAL! Sound strange? Not really here's why:

I'm sure you're familiar with the famous gasoline-economy tests run by all the major oil companies. Well, do you know that the remarkable new invention described on this page is actually banned from these tests because it is TOO EFFECTIVE! Do you know that because this invention saves so much gasoline . . . that because it gives so much economy, it is actually ILLEGAL for a test-driver to fit one on his car! And do you know that because it boosts gasoline mileage up to 11 more miles per gallon . . . it has actually been OUTLAWED in every recognized cross-country economy run . . . simply because the officials who conduct these tests were forced to rule that it gives all cars that have it AN UNFAIR ADVANTAGE!

In other words, if you are a person planning on entering one of these cross-country economy runs . . . then this message is not for you. YOU JUST WON'T BE ALLOWED TO USE THIS NEW INVENTION—SORRY, BUT IT'S SIMPLY ILLEGAL. BUT — if you are a person who is not interested in setting any records . . . who is only interested in getting more miles per gallon than you ever dreamed possible — and doing it the very same way that many of America's leading corporations are doing at this very moment — then what you are about to read is perhaps the most thrilling and exciting news in automotive history.

TEST DRIVERS REPORT UP TO 11 MORE MILES PER GALLON —

The name of this great new invention is the G. T. ENERGY CHAMBER . . . and there is no ketter way to describe to you the increased performance and economy it will give you . . . than to tell you of the "bombshell effect" it had on research scientists and test-drivers, who simply refused to believe their own gasoline gauges when they first tried it out. Look:

CUTS GASOLINE COSTS TO AS LITTLE AS 1¢ A MILE

1. When the G. T. ENERGY CHAMBER was first tested by the same research laboratories used by Ford, General Motors and Chrysler . . . results were so overwhelming, (a staggering increase of up to 68 per cent) . . . it actually lowered gasoline costs to as little as **ONE CENT A MILE.**

2. When tests were made by the world's leading auto rental system with this incredible money saving invention . . . and then test-run on the road and on such world famous proving grounds as the Indianapolis Speedway . . . the test-drivers of these vehicles were absolutely amazed to see big **8 cylinder sedans get better gas-mileage than small European economy cars!**

3. When large fleet owners and some of the nation's largest taxi fleets tested this great new invention to determine just how much gas it would save them . . . the results were so dramatic that within 30 days they reported savings of not hundreds . . . but thousands of gallons of gas the very first month alone!

UP TO 500 MILES OF DRIVING FROM A SINGLE TANK OF GAS

Yes, from test after test . . . road tests, laboratory tests, tests by some of the world's most famous drivers . . . come reports of cars that drive for hundreds and hundreds of miles ON A SINGLE TANK OF GAS! Reports of test cars from Ford, General Motors, Chrysler that get more miles per gallon today than when they were brand new! Reports of big, luxury sedans that weigh 2½ times more than small European cars . . . yet get better mileage, better performance and huge dollar savings thanks to this new miracle invention.

BEST PROOF OF ALL!

World's Leading Rent-A-Car Company Road-Tests Amazing New Invention For 3 Solid Months . . . Then Orders Fleet Of Cars IMMEDIATELY EQUIPPED! they report "Savings of up to 54 gallons a month per car"

Yes, from one of the nation's largest automobile fleet owners comes the most dramatic proof of all . . . A company that spends more money on gasoline in one weekend than the average person spends in a lifetime . . . they tested this incredible new invention and here is what they found. BOOSTED GASOLINE MILEAGE A WHOPPING 32% ON ALL CARS TESTED. Wouldn't you like to save up to $200 a year on your car? For full details read the rest of this page.

IF IT WORKS SUCH MILEAGE-MIRACLES, HOW COME THE CAR MANUFACTURERS HAVEN'T INSTALLED THIS TYPE UNIT IN THEIR CARS? — THE ANSWER IS THAT TWO ALREADY HAVE!

By now you are probably wondering just what is the G. T. ENERGY CHAMBER . . . and how does it work? Well, to make a long story short . . . if you were to look under the hood of one of those $20,000 European luxury cars like the Maseratti or the Aston-Marton, you would see sitting in those engines . . . a special gasoline unit . . . especially designed to extract more blazing power, more energy from each gallon of gasoline. This remarkable booster-unit is what gives these cars such magnificent performance . . . such TOTAL POWER . . . such increased engine efficiency.

And this is precisely what the G. T. ENERGY CHAMBER is designed to do — enable your engine to extract more piston-driving power, more raw, blazing energy and more gasoline economy . . . ONLY, instead of costing $100 to $150 (like the European booster-units) . . . the G. T. ENERGY CHAMBER costs but a mere fraction.

That's because after years of intensive research automotive experts have finally found a way to simplify these booster units . . . reduce the number of parts in each unit . . . mass produce them . . . slash costs to a mere fraction . . . and make them available at a price so low it's almost too ridiculous to mention. Why do you realize what this means to you if you are a person who is determined to save yourself up to $16 a month on your gas bills . . . up to 50 gallons of gas each month . . . yes, up to $200 a year on wasted gasoline.

INSTALLS IN MINUTES — PAYS FOR ITSELF IN AS LITTLE AS 15 DAYS!

It means that no matter what kind of car you now have . . . no matter how old that car may be . . . no matter what condition it is in . . . no matter how many miles you pile on each month . . . here at last is the automotive discovery you've long dreamed about . . . and has now come true.

Because, from this day on you too can now save up to 500 gallons of gas each and every year. NOW you too can drive for weeks and weeks on end without ever stopping at a service station. Now you too can drive across 6 states of the union on just a single tank of gas, blaze a trail from New York to Chicago on just 2 or 3 tankfuls. In other words, perform mileage miracles that only yesterday you thought were impossible.

So if you too want to achieve the same wondrous results as America's largest automotive fleet owners, by Indianapolis test-drivers, and by research scientists at the very same testing laboratories used by Ford, Chrysler and General Motors, then take advantage of this special Free-Trial introductory offer. Remember, all you risk is the few minutes it takes to fill out the special reservation coupon below, and you have a lifetime of driving convenience and economy to gain.

THIS OFFER EXPIRES IN 15 DAYS — YOU MUST ACT NOW!

Now the price of the G. T. ENERGY CHAMBER on this special introductory offer is not the 15 or 20 dollars you might expect . . . but only $5.95. Why, you'll save up to 10 times that amount in gasoline savings in no time at all . . . not to mention the hundreds of gallons of gasoline and hundreds of dollars in money you save year after year.

However, due to the enormous demands of trucking companies, car-rental companies, taxicab fleets and other large users, only a limited number of G. T. ENERGY CHAMBERS can possibly be allocated each month for consumer orders. Therefore, all orders must be filled on a first-come, first-served basis. So to take advantage of this limited introductory offer . . . mail the no-risk coupon today!

HERE IT IS — IN ACTION — The miracle G. T. ENERGY CHAMBER, caught by the eye of ultra high-speed cameras at one of the world's most famous proving grounds. Yes, here on the big viewing console you see dramatic picture-proof of tests conducted by leading automotive authorities at the Indianapolis Speedway . . . tests that PROVE you can now actually take ordinary gasoline . . . feed it into your engine in a new and different way . . . trigger it into piston-driving energy . . . and unleash a blazing source of power for your car. For full documented proof of just how this amazing new discovery can save you up to $200 in gasoline bills in the next 12 months . . . read the rest of this page. (Tests performed by official Indianapolis test driver.)

LOOK HOW EASY IT IS!

All you do is simply attach the G. T. ENERGY CHAMBER on your fuel line. Since it is a precision instrument, with a special model for each make car, there are no special adjustments for you to make. They've already been made for you at the factory. You simply screw it into place . . . and that's all. In fact, it's so easy you need not know a single thing about an engine to install it — and easy picture directions accompany each unit. Total installation time: 3 to 5 minutes. Total savings on gas: up to $200 a year!

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 87 No. 1 MAY, 1970 50 CENTS

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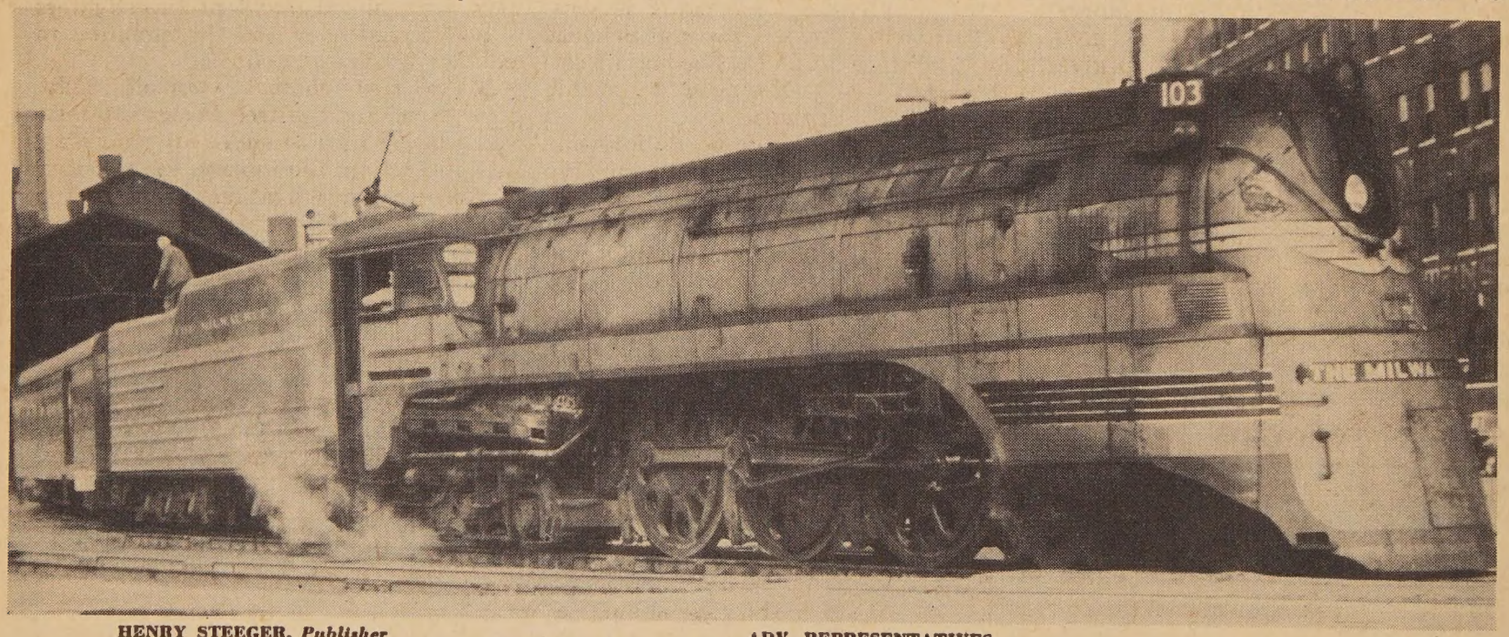
June, 1950: Westbound *Afternoon Hiawatha* gets drink of water at Milwaukee terminal. Her fully-loaded tender weighed 5 tons more than the loco. (Story on page 21).
Collection of Harold K. Vollrath



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THE MAIL CAR

where editors and readers meet

Two beautiful girls: Debby Nottice, a *Railroad Magazine* reader with a preference for steam power, and 0-6-0 No. 1528, ex-Midland Electric Coal Co., now lettered CB&Q, on display at Mack Lowry's Railways of America in Cuyahoga Falls, Ohio.

John B. Corus, 1614 Ambler Ave., S.W., North Canton, Ohio 44709

PICTURED on our cover this month is a shot of the 4501 of the Southern Ry., owned by Paul Merriam of Chattanooga, from an Extachrome transparency made Nov. 2, 1969, at Anniston, Ala., by James G. Bogle, a retired U.S. Army colonel, 1749 Dyson Dr., N.E., Atlanta, Ga. 30307.

"You really outdid yourself in the March issue," enthuses Jim Bogle. "Your coverage of Alan Pegler and the *Flying Scotsman* left nothing to be desired. Certainly the big day at Anniston was properly recorded. Mike Eagleson's cover photo of Pegler and two associates is perfect."

"I have never before written a letter to a magazine," says Lt. Richard E. Spelehouse, USN, Box 24, US Taiwan Defense Command, APO San Francisco 96263, "but I want to tell you how much I enjoy the mixture of railroading and femininity that appears in your magazine. Your March cover is far and away the best cover you ever had. Miss Cathy Leigh is lovely in an adorable outfit. She belongs in the picture without appearing staged or posed to ruin the candid effect shared by bagpiper Bob Crabb and his Highland costume or Mr. Pegler, complete with coffee and sandwich. And no railfan should overlook the tremendous gilded drivers and the burnished brass nameplate on 4472. Being overseas, I could not see the *Flying Scotsman's* American tour; but your magazine, and especially the March cover, have brought it to me."

"You've done it again—wasted an entire front cover (March) just to show legs," complains Kenneth J. Ondracek, 17400 West Dodge, Lot 72, Omaha, Neb. "Isn't your magazine dedicated to rail enthusiasts? Give us more railroading and fewer half-naked girls! I dropped *Trains* about three years ago because of its inadequate steam coverage and because of its poor public relations toward readers."

"Those who object to occasional photos of beautiful girls in *Railroad* must be Puritanical bachelors or men whom women wouldn't want," according to Ed E. Zabel, 412 E. Pine St., Paxton, Ill. 60957. "Personally, I like to look at a nice pair of legs. My wife often goes on fantrips with me. I wish she had been the young lady shown on your January cover."

"My compliments on your fine March cover!" writes Jack Emerick, 182 Manor Parkway, Lincroft, N.J. "That tasteful mixture of sex and steam is a most welcome addition to the countless number of excellent covers you have had in recent years."

The controversy over our covers amuses Paul R. McDonald, 1423 E. Second St., Waterloo, Iowa 50701, who states: "The sooner that certain readers realize they aren't going to have their way all the time with your editorial policies, the better off they—and your magazine—will be. The January cover was original, different, and eye-appealing. As a Union Pacific fan, I found your February cover great. It's a classic! The best yet!"

"I honestly believe the *Interesting Railfans* feature on W. Graham Claytor, Jr. (Feb. issue) is the best job you have done so far in this lengthy series," writes Grattan Price, Jr., 531 Ott St., Harrisonburg, Va. 22801. "It captures the man's unique character and charisma. I regard Mr. Claytor as *the* outstanding railroader in our country."

"The disc *Flying Scotsman* is recorded and marketed to theater organ buffs, who are thus being introduced to railroad records," writes William C. Kessel, 99 Center St., Hamburg, N.Y. 14075. "I've long maintained that various hobbies have joint patronage. This includes steam and theater organs (also band organs, calliopes, etc.)—more so than editor Freeman Hubbard's favorite tie-in of trains and the circus. E. J. Quinby (juice, steamboats, calliope) offers the most obvious example. England's Colin H. Betts (rail towers, theatre organs, straight organs) also comes to mind. And there are lots more."

"I've been getting *Railroad* since May, 1967," writes Mrs. June Clark, 8 Herbert Dr., East Brunswick, N.J. 08816. "As I buy the magazine only for train photos and data, I never read your fiction stories and sometimes tear them out. Movies featuring trains interest me. Where can I get a copy of John Huntley's book, *Railways in the Cinema*?" ●

THE LONGEST regularly scheduled freight train run in history has begun daily service—from Florida to the Pacific Northwest, 3,311 miles.

It is operated by Seaboard Coast Line, the Frisco, and Union Pacific. Named the *Coast-to-Coast Express*, or CCX, the new train is one of the most significant break-throughs in modern coordinated freight service in recent years.

The secret of CCX's success is the pooling of locomotives. Each road contributes to this pool to eliminate the time-consuming job of changing power when the train passes from one railroad's tracks to the next. It bypasses most classification yards and stops only for inspections, crew changes, and icing of perishable commodities. UP engines go straight through to Jacksonville, Fla., while those of the Frisco and Seaboard run as far west as Bailey Yard at North Platte, Neb. Operated on an experimental basis since Dec. 1, 1969, CCX is now listed on the timetables. So far it has averaged between 75 and 100 cars of freight each way, powered by four diesel-electrics with a total of 10,000 horsepower. ●

IS A CERTAIN Milwaukee editor gradually coming around to our way of thinking with regard to using human-interest pix and articles in a rail periodical? We note that *Trains'* February issue, for example, had a

Next Time A Loudmouth Says
I'LL BEAT THE H---OUT OF YOU!
WHICH OF THESE 3 VITAL DECISIONS WILL YOU MAKE?
☐ COWARD'S DECISION — slink away like a whipped dog bringing shame upon yourself and your loved ones.
☐ FOOL'S DECISION — rush in and get beat up because you don't have the fighting Know How.
☐ WISE DECISION — unleash a whirlwind attack and utterly destroy the loudmouth because you had the good sense to send for my FREE Terror Fighting Self-Defense course and learn my self-defense TERROR TACTICS.

10 SECONDS THAT SEPARATE THE MEN FROM THE BOYS

11:00 P.M. — An argument in a parking lot. A big, beefy wiseguy gets insulting and takes a swing at you. He's pretty sure of himself — sizes you up as a weak pushover who couldn't punch his way out of a paper bag. Your girl looks on, terrified that you'll be beaten up, maybe permanently injured. BUT . . .

11:00 P.M. PLUS 10 SECONDS — A Miracle! In a flash you streak forward — almost too fast for the eye to follow. The bully is down quivering in fear and writhing in pain — completely destroyed by the ferocious terror blitz you unleashed. This situation could happen to you. READ ON THIS PAGE HOW IN JUST DAYS YOU CAN ACQUIRE THE HIDDEN SECRETS OF 5000 YEARS OF RUTHLESS TERROR FIGHTING TACTICS —ABSOLUTELY FREE!—TAKE ON ANYBODY—ANYTIME—ANYPLACE AND *WIN!*

POLICE FILES REVEAL: 590,020 Burglaries, 61,410 Robberies, 100,110 Assaults, 21,080 Rapes, 6,920 Murders ALL IN A SINGLE YEAR!

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A BURGLAR IN YOUR HOME AFTER DARK!

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A WOMAN TOO —

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large photo of a Pullman conductor on its front cover and a full-page photo of the same man on page 40. Also two feature-length human-interest articles: *My First Night as a Night Roundhouse Foreman* and *A Million Miles-Plus in the Uniform of George M.* Also portraits of two other men, a view of two cute girls in mini-skirts, and other pix showing human beings.

Question: Did February *Trains* indicate a new trend or was it just a one-shot? Some years ago, when Freeman Hubbard was a free-lance writer and not *Railroad's* editor, and was selling feature articles to *Trains* as well as other magazines, he was told to go very slow on human-interest stuff when writing for *Trains*. (Prior to that time, Dave Morgan, the present editor of *Trains*, was selling articles to *Railroad* and other publications.)

For the benefit of the few railfans who are not yet familiar with *Trains*, it's a slick-paper 60-page monthly, published at 1027 N. Seventh St., Milwaukee, Wis. 53233, at 60¢ a copy, $7 a year. This kind of item is more than Dave would ever do for us. ●

ELMER M. STEUERNAGEL, this month's *Interesting Railfan*, found Mike Eagleson's article on turbine locos interesting, but offers a few corrections and additions such as: Pennsy S-2 No. 6200 was completed in Sept. '44. She was removed from the active roster in 1949 and was seen as late as the fall of 1951, later being scrapped at an unannounced date.

"Mike's reference to the S-2's tender being a hand-me-down which had been used previously on certain other locos is incorrect," Elmer says. "A similar statement in Staufer's book, *Pennsy Power*, Vol. 1, also is incorrect. The fact is that the class 180-P-85 tender on the S-2 was built brand new when the engine herself was built and was never on any other loco. It was 9 feet longer than the 180-P-75 tender on the 3768 K4s and weighed twice as much.

"The S-2 tender had the 'cast-steel tank bottom' type of construction in which the entire frame was a one-piece casting to which the side and sheets were welded. The tender on the 3768 K4s had the old type construction with a sheet-steel bottom. The body was mounted on a separate cast-steel center-sill type frame. One type cannot be rebuilt into the other. It is unfortunate that many false concepts and errors concerning Pennsy power and equipment have appeared in various publications."

An old General Electric locomotive man, Forman H. Craton, 225 Seminole Dr., Erie, Pa. 16505, says he enjoyed Eagleson's turbine story very much.

"On May 10, 1943," he writes, "when I was working on industrial locomotive sales out of Erie, I rode the steam turbine-electric which had been delivered to the Union Pacific in 1938, between Spokane and Wenatchee on the Great Northern. Here is an excerpt from the diary I kept on that trip:

"When we got to the station, we found the steam-electric already there and about to back in on No. 27, a six-car mail train westbound. Floyd Gowans (GE) and Mosher of Babcock & Wilcox were on her. It was very informal; I just got aboard—no pass, no ticket, no release, no nothing—but everyone assured me it was OK. They have christened the locomotive 'The Jeep,' and the GE men with her were known as technical sergeants.

"We pulled out at 7:18 p.m for Wenatchee, 178 miles away. We climbed the long hill west of Spokane like it wasn't there at all. Then we more or less drifted most of the way from there on, occasionally using the rheostatic brake, which the engineers love. The speed fooled the fireman; he consistenly understimated it by 10 to 15 mph.

"Soon it was dark. Great Northern's signal system gave me the jitters a few times. If the green blinked at you, it meant you were approaching a restrictive signal. We got several blinks. Sailing along a single-track crooked line at 70 to 75 mph in the dark kind of made me uneasy, as the enginner usually made no move to slacken speed. On one occasion, we got a blink and then a yellow; but he kept going plenty fast until the red eye actually appeared and it didn't look very far away either. However, he pulled her down very nicely before we got there.

"The trip was made alternately in full moonlight and then sharp squalls. As we approached the Columbia River, we got into some rugged country, running through deep cuts, tunnels and sharp curves until we finally swung around onto the river. During the trip, the fireman regaled me with numerous rattlesnake stories until I doubt if I would have dared put a foot on the ground anywhere except in a station. We arrived in Wenatchee on time shortly after eleven.

"As I had ridden this loco for the first time, out here on the rather God-forsaken job, I felt a great desire to see us make something of this thing. Here was the loco that F. D. Roosevelt came out to see once—now it is out here forgotten by all but the faithful few who have lived with it for six years now, damned discouraging years at that! Maybe tonight the steam-electric won someone else to its cause.

"Mosher, too, has lived with this job since the beinning and is just full of it. He poured out his optimism about our ability to produce an infinitely better loco if we were to make another. The skeptic almost had me sold on it. Maybe one day we shall cash in on this costly experience—who knows?

"My feeling about this locomotive had been that, among other problems, it was so enormously complex that there was difficulty keeping everything functioning properly at the same time. It was interesting, therefore, that when I congratulated Mosher on a perfect trip that night, he told me there had been a couple of minor failures, which he had been able to correct so quickly that nobody was aware of them." ●

A READER living in Winn, Maine, has been sending religious tracts to Mike Eagleson in an effort to "convert" him, saying: "I'd hate to have you pass out of life with no other god but the steam locomotive." Another insistent reader, years ago, was so mad at our rejecting a manuscript of his that for several months he kept bombarding our publisher with *poison pen* letters, demanding, among other things, that editor Freeman Hubbard be fired.

For over a year, regularly twice a month, a Midwestern fellow sent us a long, identical, hand-written list of railroad topics plus a couple of pages from *Trains* magazine, apparently torn out at random, without a comment. Early in the game, we wrote back, asking him what this material was intended for. In reply, he mailed us an exact copy of the same list, plus two more pages from *Trains*, but still with no explanation. Just recently his lists have stopped coming in. We hope he isn't ill.

One day a well-built female barged in to see us, laid a script on the editor's desk, and said with a smile: "There is *nothing* I wouldn't do for you if you will only publish this story." (We didn't publish it.)

Recently a fan sent us a paid ad, written on a Union Pacific letterhead. We published it and billed the UP for it. Naturally, UP refused to pay.

We could easily fill a column with anecdotes of this general type—all actual happenings—but we think we have proved the truth of the old bromide that it takes all kinds of people to make up a magazine's readership. These items are rarities. Judging from the heavy flow of correspondence into our office, our fans as a whole have a high standard of intelligence and are pleasant to deal with. ●

NEWS ITEMS. Attorney Jack Halpin seized a Southern Pacific locomotive and caboose at Redding, Calif., the other day because the railroad hadn't paid a $48,000 claim to a family he represents. A constable handcuffed himself to the train as a symbol of taking possession. A few hours later, SP paid the $48,000 judgment.

Next month we will run a feature on Erie Mallets, by Bob LeMassena, and one on Milwaukee Road electric power, by Donald C. Dietrich. June issue will be closed before you read these words. Among the subjects scheduled for the near future are present-day steam power in Germany, by Mike Eagleson; history of Brooks Locomotive Co., by Father Leslie F.

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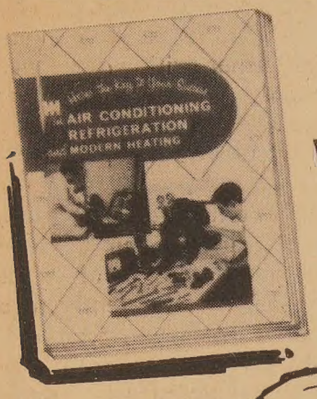

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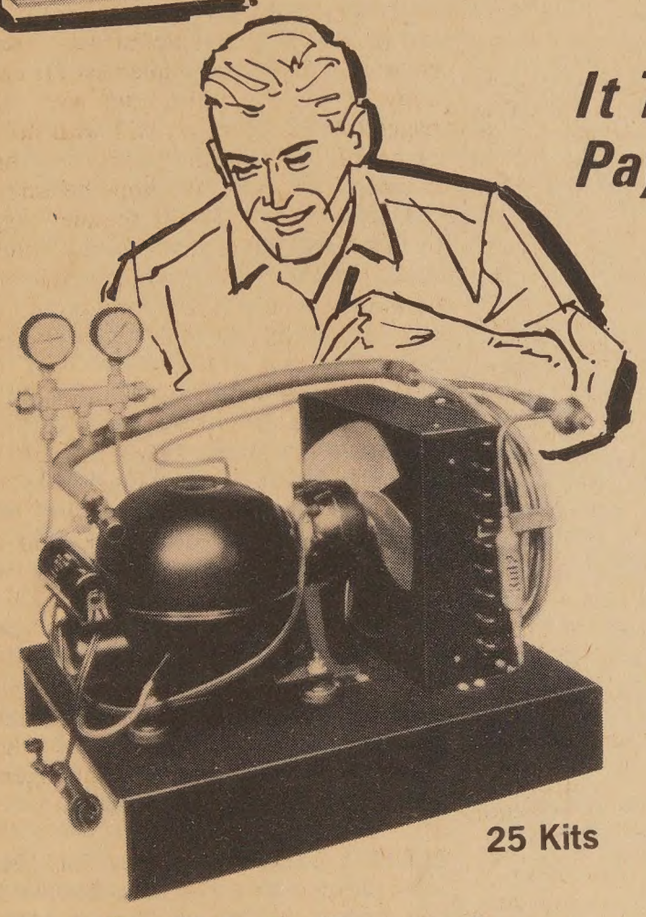

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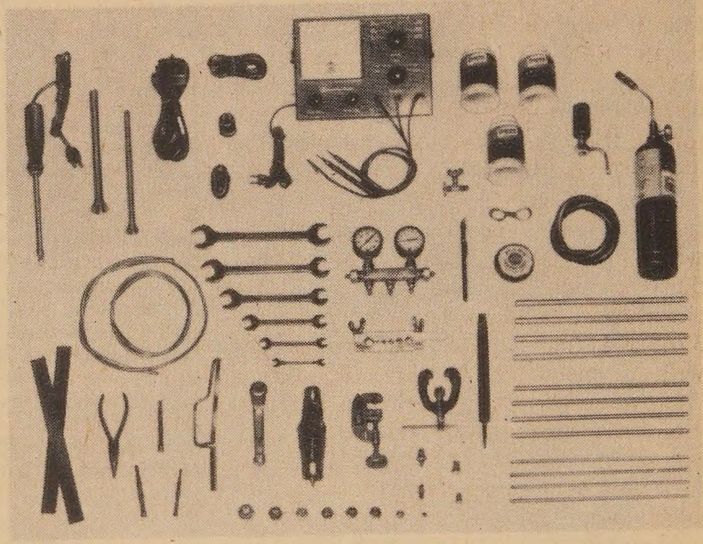

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Chard, and first-generation diesels, by Bert Pennypacker.

More than a million tons of coal flowed to the Penn Central in 1969 from its new subsidiary, the Waynesburg Southern Railroad, and the figure is expected to exceed 3 million this year. Built at a cost of $20 million, WS began service last July. Operated under lease by the Monongahela Railway, the 35-mile line reaches from Waynesburg, Pa., into West Virginia's coal-rich Monongalia County. It serves two mines and is building a 2½-mile spur to serve a third, scheduled for production later this year.

Effective April first, Armco Steel Corp. has ended production of forged steel wheels for the railroad industry. Its plant at Butler, Pa., has about 4,300 employes, 171 engaged in wheel production. Company officials say they can no longer compete at a profit with the new technology of producing wheels for railroads.

Stationary testing has been successfully completed in Japan on an Avco Lycoming TF 14 industrial gas turbine engine, now being evaluated by the Japanese National Railways for installation in a proposed high-speed turbotrain. Power car road tests of the engine are scheduled for this May.

Southern Pacific is offering a new way to transport privately-owned automobiles from California and Texas points to the East Coast. Called "Auto-Trans," the service provides a fast cross-country ride for the family car on special multi-decked auto-carrying railroad cars. SP is moving such autos from Los Angeles, the San Francisco Bay area, Houston, and Dallas-Fort Worth to the East, where delivery is made by the Chesapeake & Ohio and Baltimore & Ohio. The latter originate the same service in reverse, from East to West, with SP delivering.

Pacific Fruit Express is acquiring 1,200 new multi-purpose mechanical refrigerator cars, increasing their mechanical refrigerator fleet to almost 11,900 cars.

Penn Central has ordered 112 diesel-electric freight locos, ranging from 2,000 to 3,000 hp, at a cost of about $23 million. Of the new units, 93 will be GM and 19 GE. Fifty-eight with four electric driving motors, will be used in secondary and branch-line freight service. The other 54, having six motors, will do heavy yard jobs.

We have already mentioned two railroad depots in which bus companies share the same building. Readers Kenny, Joe Heffron, and Lawson Evans report the following: Continental, Capital, and Trailways use the Reading's Franklin Street station in Reading, Pa., and Greyhound and Trailways use Penn Central depots in Pittsburgh and Harrisburg, Pa. ●

THE PORTRAIT of State Railway of Thailand's steam loco No. 835 in our February issue was a pleasant surprise to Harold G. Whitaker, 135 S. Highland Ave., Winter Garden, Fla. 32787, who spent some time in Thailand. Says he: "The 835, a Nippon-built post-war Pacific, is an old girl friend of mine. She and the 840 were the only two of her beautiful breed stabled at the Thonburi enginehouse during my frequent visits, the others being 'MacArthur' Mikes and dapper little Moguls. Although I made several unofficial road trips aboard double-headed MacArthurs, I'll always regret never having occupied her seatbox." ●

A NEAR-WRECK. "In the summer of 1915, when I was 12," recalls Lawrence H. Austin, 808 Aetna Dr., Ellwood City, Pa. 16117, "a Baltimore & Ohio passenger train bound for Cincinnati had a broken axle on the rear truck of the last car when it pulled into my home town of Wilmington, Ohio. This was barely discernible, especially to an adult, but I was short enough to see the break. Eager to save the train from being wrecked, I told a brakeman about it. Nobody seemed to know why the car hadn't jumped the track, as the ties were torn for miles.

"The brakeman presented me with a whole nickel for my alertness. Local newspapers gave me quite a news story. Curtis Publishing Co. published my picture with a write-up in the little magazine it issued monthly to its boy salesmen. The railroad company rewarded me with a locomotive bell and later with a headlight, a whistle, and a C&O emblem formerly attached to the smokebox front, plus various other items. They also gave me engineering help with a model steam loco I was trying to build." ●

BREAD TICKET information in our December issue prompted Lester B. Keedy, 3622 Parkdale Ave., Baltimore, Md. 21211, to write:

"I never saw a bread ticket but I remember bread-box shipments sent out on morning trains. While working as an express clerk at the B&O depot in Martinsburg, W. Va., in 1917 we loaded boxes of bread for shipment to storekeepers along the railroad between Martinsburg and Cumberland, Md., and eastward to Brunswick, Md. There were double shipments on Saturdays for the week-end trade.

(*Continued on page* 56)

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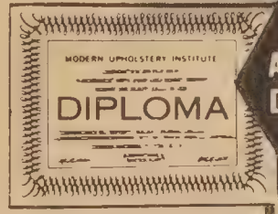
When you read the papers you see there's a strike here, a lockout there. Detroit lays off 150,000 men. A plant is shut down and moved out of state. A new automated machine eliminates 5,000 jobs. They talk about dislocated workers and try to do something about it. What pays the bills if you get caught up in one of these situations? When you know upholstering, life gets very simple and lots of fun. It's simple because where there are people, there are upholstery jobs and lots of them. It's fun because life is fun when the bills are paid and there's money in the bank, even enough to buy those things you've always wanted for yourself.



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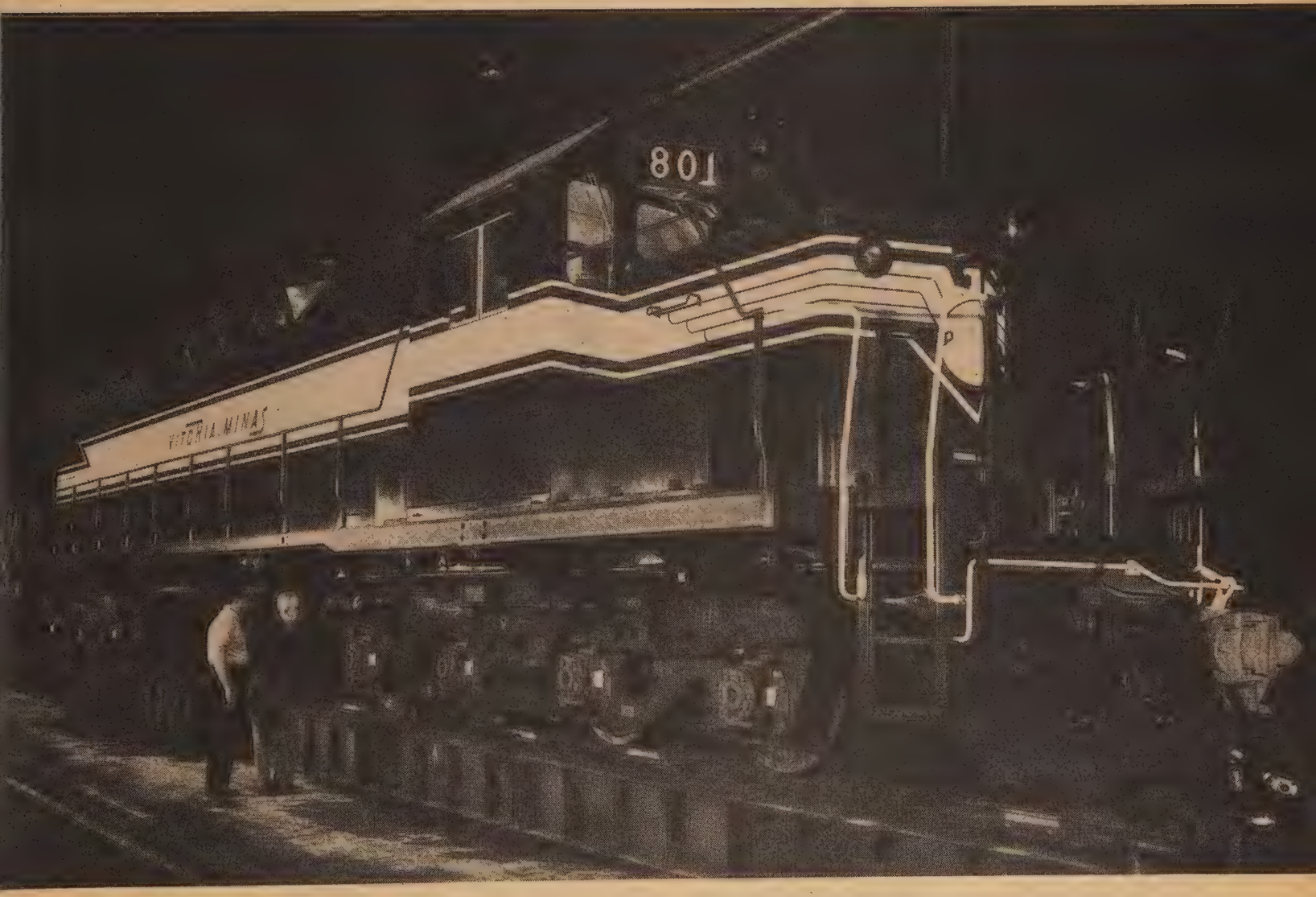
PHOTOGRAPHS of the MONTH

Ex-Nickel Plate 2-8-4, shown May 3, 1969, at East Syracuse, N.Y., pulled the *Golden Spike Centennial Limited* between New York and Kansas City, Mo. Diesels were used to and from Salt Lake City.

Richard Allen, 14 Ethel St., M.R. 99, Binghamton, N.Y. 13905

Below is the most powerful narrow-gage diesel-electric locomotive, first of 20 such engines ordered by Vale do Dio Doce Company, Vitoria, Brazil. The 3600 loco is shown in final tests at GM's Electro-Motive Division at La-Grange, Ill. Special eight wheel trucks will provide high traction for iron ore operations.



Huge pipe of Republic Steel sectional plate replaces an old plank bridge over Canadian Pacific track at Newport, Vt. Peter Oot, president of Northeast Culvert Corp. stands at end of tunnel, one of the largest of its kind in New England. It is, indeed, unusual.

Edwill H. Brown, 402 W. Main St., Norwich, Conn. 06360

Stillness pervades the scene at the Central Vermont enginehouse in New London, Conn. (right). In bottom photo, a hostler fills the sand bin on the GP-9.

A Southern Railway mail express piggybacks with four engines as it heads through Danville, Va., on an autumn day last year. Locomotive 2033 (an RS-3) is followed by Nos. 6706, 4149, 4143, and 6707—all F-7A's.

Curtis C. Tillotson, Jr., College St., Oxford, N.C. 27565

Elmer Treloar, 101 California Ave., Highland Park, Mich 48203

Steampower was in its final days when this eastbound Grand Trunk Western rolled into Ferndale, Mich., in the winter of 1959.

Engineman taking on water is actually Earl Gil, president of the Morris County Central Railroad in Whippany, N.J., a steam-operated tourist road that runs over former Morristown & Erie track. The line's water tower is an original structure, as is freight house which now serves as a railroad museum. Engine is No. 4039, ex-U.S. Army 0-6-0 switcher built by Alco in 1942; it ran on Virginia Blue Ridge.

Howard V. Pincus, 5 Eldrege, Rye, N.Y. 10580

PASSENGER TRAIN SURVEY

LOCOMOTIVE engineers assigned to Penn Central's *Metroliner* get 4½ days' pay ($111) for each round trip they make between New York and Washington, D.C. That is true. But to find their annual pay, *don't* multiply $111 by 5, 6, or 7 days a week, 52 weeks a year. No engineer is allowed more than 10 such trips a month. If he made every possible trip, he would earn $13,300 a year. (120 days' work).

President Nixon's budget message proposed that the Federal Government sell the 400-mile Alaska Railroad, which he said could be operated more satisfactorily by private owners. This line runs between Fairbanks and Anchorage and Pacific seaports. Hopefully it might bring as much as $100 million if the right buyer could be found, but the buyer might follow the national trend by eliminating passenger service from the Alaska RR.

"The attack on Transportation Sec- ballyhoo about saving the nation's passenger trains is just so much propaganda to mislead the public," Jack Anderson writes in the *New York Post*. "This is a strong charge for one U.S. agency to make against another, but it is the substance of a report by the ICC.

"The attack on Transporation Secretary Volpe's plan to promote rail service has stunned Transportation Department officials with its ferocity. Volpe's idea, labeled 'Railpax,' calls for the establishment of a $100 million corporation to run a nationwide passenger service. If it doesn't start making money after four years, it could be abandoned.

" 'We have serious reservations as to the merit and feasibility of Railpax,' says the ICC. It warns that the plan, which Transportation officials have been trying to sell travel writers as an answer to the public's prayers, actually would 'eliminate' all but a tiny few profitable passenger lines in 5 years."

An unusual law, enacted in Virginia in 1962, was brought to public attention the other day at an ICC hearing in Richmond, Va., on the proposed dropping of trains 85 and 86, *The Everglades*, now running over the RF&P and the SCL between Washington, D.C., and Jacksonville, Fla.

That law provides, in effect, a subsidy for passenger-train operation in Virginia by refunding part of the franchise tax paid to the state by a railroad in return for its running the trains. But first the road must submit a plan to the State Corporation Commission, which may or may not approve it. No Virginia road has ever offered such a plan, according to SCC general counsel Preston Shannon, who says the Commission would welcome a satisfactory plan for continuance of Nos. 85 and 86.

"Virginia may be the only state with such a law on its books," comments Stephen L. Farrar III, of Richmond.

The Rock Island's two passenger trains between Chicago and Omaha no longer cross the Missouri River to Omaha. They end at Council Bluffs, Iowa. Passengers having through tickets to points beyond Omaha get coupons for a free taxi ride to the station in Omaha. Those headed only for Omaha must pay such cab fares themselves. The Rock Island said this arrangement saves it the $200,000 a year rent it had been paying to use Union Station in Omaha.

Some 50 railroad passengers recently kept a long and frustrating vigil in Omaha Union Station—an all-night vigil waiting for a train to carry them away. Al Frisbie of the Omaha *World Herald* reports that they wanted to board the Union Pacific's *City of Los Angeles-San Francisco*, scheduled to leave at 2:55 a.m.

However, the 23-car train, operated

March 30, 1969: passengers boarding CB&Q Pullmans on Western Pacific train 18 at Fremont, Calif. Seated on a suitcase is Miss Sylvia Loza checking her ticket.
Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94707

from Chicago to Omaha by the Milwaukee Road, had developed a leak in its air line in Iowa, affecting its braking system.

Passengers waited until 10:29 a.m., when the train limped in and UP workers checked out the air line. It finally got under way at 11:30 a.m., more than eight hours behind schedule!

Passengers voiced anger at the delay and their all-night accommodations. What food was available during the long wait was provided at a stand-up counter which offered coffee, un-nutritious doughnuts, and cold white-bread sandwiches. Al Frisbie noted that Union Station had no other dining facilities.

Last winter the UP took much advertising space in newspapers to boost the *Portland Rose*. It urged the public: "Forget the weather! Go by Union Pacific's *Portland Rose*. Check this new convenient commuter schedule and join the traffic beaters."

That's fine! But even while the ads were appearing, the once-elegant *Portland Rose* officially became a mixed train east of Denver, dropping its name and becoming just Nos. 117 and 118. The runs' schedule is now two hours longer. Sometimes the formerly all-passenger consist includes 3 or 4 freight cars! If Lucius Beebe, champion of first-class passenger service, could know that, he would turn over in his grave. Although the schedule *west* of Denver has been cut to some extent, the train no longer connects at Portland with the Kansas City train.

Milwaukee Road's *Afternoon Hiawathas*, Nos. 2 and 3, made their final runs Jan. 23rd, laments Jim Scribbins, one of our *Interesting Railfans*.

With the recent termination of its passenger service, the Erie Lackawanna has begun to study the future of more than 40 deserted depots. They will be either sold or leased.

"It's a shame to see Monon passenger cars rusting away in the Lafayette yards and to know that last fall football fans tried to order a special train to take them to a game but were turned down because of 'lack of cars,' " writes W. A. Hunt, of Lafayette, Indiana.

Last runs of Canadian National passenger trains 5 and 6 were made Jan. 6th from each terminal, Vancouver and Montreal. Next day CNR No. 2, the *Super Continental*, left Vancouver at 5:30 p.m. instead of 6 p.m., thus breaking direct rail connections with the U.S.A.

"Back in 1881 a contract was sealed," writes Murrille Schofield, Wolfoille, R.R. 1, N.S., Canada. "The Canadian Pacific Railway received $25,000,000, a vast sum then, and 25,000,000 acres of land, along with any public land required for stations, shops and yards; for which concessions the CPR promised: 'The company shall thereafter and forever efficiently maintain, work and run the Canadian Pacific Railway.' Now the CPR wants out as far as passengers are concerned, except for short commuter runs. Such is the longevity of 'forever' pledges, documents and similar scraps of paper."

First Canadian double-decker commuter cars will operate on CP Rail's Montreal-suburban Lakeshore run this spring. The new 85-foot cars, each equipped with its own diesel power plant, will carry about twice as many passengers. Rail to rooftop height is 15'11", around 2½ feet higher than present equipment.

Although Penn Central felt so sure of getting permission to abandon signal stops of eastbound passenger train 98 at Westfield and Dunkirk, N.Y., that it deleted them from timetables printed a while ago, the New York Public Service Commission has jolted the big railroad system by ordering such stops.

In its decision, PSC charged that Penn Central asked for permission to abandon two stops because of "light patronage" but actually had followed practices intended to discourage patronage.

Train 98 leaves Chicago at 9:15 p.m. and is scheduled to arrive in Buffalo at 10:15 a.m. This makes for excellent connections east on train 72, for New York City at 10:30 a.m.

But in the first seven months of 1969, Penn Central is said to have deliberately scheduled train 98 to reach buffalo at 11 a.m., so that eastbound passengers would have to wait until 2:30 for the next train.

Other reasons for the light patronage, as advanced by the commission staff are the poor condition of the stations, passageways and related facilities and the lack of reasonably convenient

John C. Illman, 7400 Errol Drive, El Cerrito, Calif. 94530

Canadian National train 906 from Cartierville slows for Mt. Royal, Que., station stop on a snowy March, 1966 morning. Old electric loco No. 103 heads train.

sources of information regarding passenger service, noticeably emphasized by the lack of ticket agents at either station and the lack of adequate local or long-distance phone information.

PSC's 16,000-word ruling tore into Penn Central management and pointed out what most PC commuters knew already—service is very poor. To emphasize its displeasure, the Commission ruled that the New Haven may not increase its fares for travel within New York. Further, the commuter line was ordered to repair equipment, improve its schedules. and replace 168 obsolete cars.

In reply, Penn Central ran full-page ads in metropolitan daily papers, headed in big bold type: "You say our commuter service is bad. What can be done to improve it?" The ads appeal for "interim Government aid to supplement our 1970 maintenance budget of $45.7 million to keep essential service going. With such aid, significant improvements can be made. But the situation cannot be corrected completely, particularly as to dependability of service, until new equipment is obtained."

Then, on Feb. 24th the PC created an autonomous passenger service group with full jurisdiction over the company's three commuter lines to Grand Central Terminal—on its New Haven, Hudson, and Harlem divisions—as well as passenger service extending to Albany and Chatham, N.Y. The idea, we are told, is "to improve passenger service." How—is a matter for speculation.

"If it ever comes to that, the intercity passenger train's last stand will probably be in Florida," says *Modern Railroads,* referring to the *Florida Special,* a winter train operated by Penn Central, the Richmond, Fredericksburg & Potomac, and Seaboard Coast Line. According to Ralph L. Progner, SCL assistant vice president, passenger traffic, his road likes passenger service.

"We have a unique situation in having a year-round tourist market, instead of a seasonal one as it once was," he explains. "Our revenues on the Florida streamliners in July and August of 1969 not only were up over the same months of 1968 but were the highest of the year, exceeding those in traditionally high wintertime months."

"A nice little rail journey I recommend," writes Al Franck, Box 171, Richmond Hill, N.Y. 11418, "is on the Santa Fe between San Diego and Los Angeles. The equipment is clean, attractive, roomy, and easy riding. Crews are courteous and accommodating.

"For contrast: I rode the Long Island the other day. Obviously, the Metropolitan Transportation Authority is establishing standards. The windows of the LIRR cars I rode in had acquired an opacity comparable to that in subway cars. Also, as in the subways, the car floors were littered with empty cigarette packages, butts, candy wrappers, shreds of newspapers, etc.

"The new high-speed (?) cars stand on sidings near the Jamaica station with their compressors running noisily almost without cessation. The grilles in front of the compressor intakes are fouled with rubbish picked up from the road. On the opposite sides of the cars the extracted heat has smudged the cars from sills to roofs.

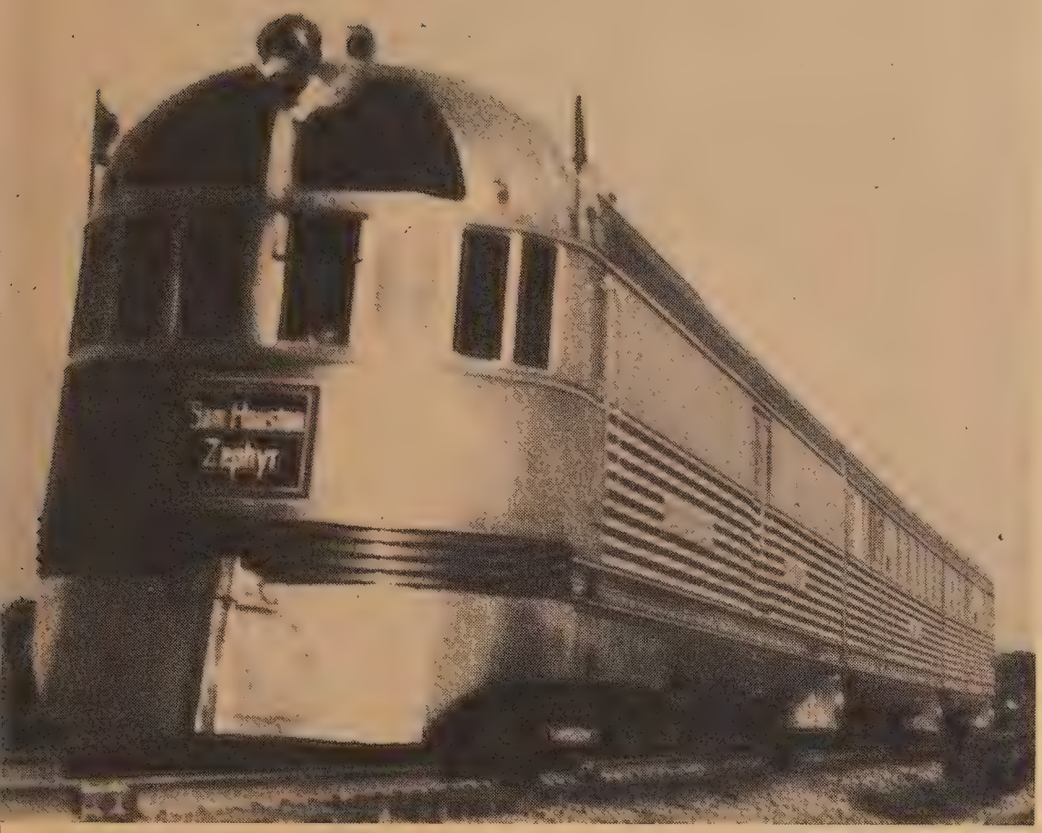
"The train I rode in had three coaches open. Five empties trailed them. Trains running in the opposite direction were similarly made up: a few occupied coaches and a string of empties. The only exception seemed to be an Oyster Bay train of two coaches in tow of a locomotive of maybe 2,000 hp class. Yes, sir, it's the best commuter railroad in the country. Governor Rockefeller is the authority for that."

About a million more members of the crusading National Association of Railroad Passengers are urgently needed. NARP is doing a very good job, but could do even better with a significant rise in membership. Anyone interested should write to NARP, 41 Ivy St., S.E., Washington, D.C. 20013. Annual dues: general, $1; regular, $5; contributing, $10; sustaining. $100. ●

Baggagemen pick up mail in New London, Conn., on Penn Central's *Colonial* en route to New York City. Note parlor car at left, a fast disappearing sight these days.
Photograph by Edwill H. Brown

WHEN STEAM ACHIEVED METROLINER SPEEDS

by Bert Pennypacker



Burlington's famous 9900, a three-car stainless steel articulated with a 600 horsepower EMC engine, set a speed record between Denver and Chicago in 1934.
Collection of Harold K. Vollrath, 8938 Maple Drive, Shawnee-Mission, Kan.

HOW many readers of *Railroad* have enjoyed the thrill of riding a North American passenger train at 100 miles per hour (or faster) in regularly scheduled service?

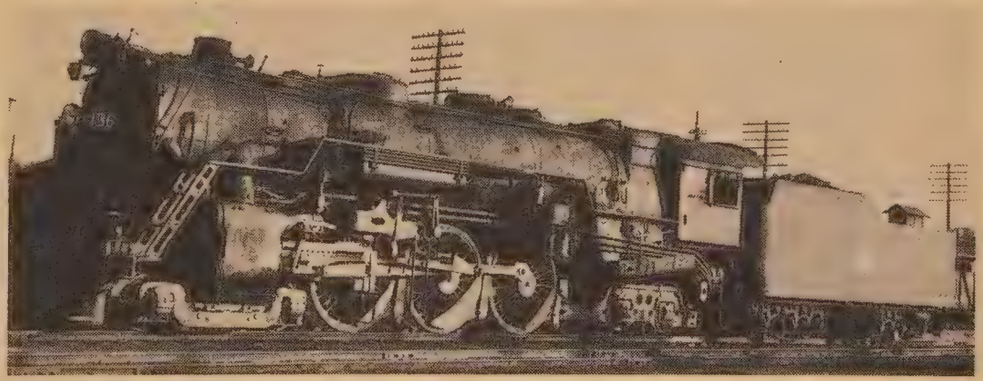
You can, of course, recline in a luxuriously appointed *Metroliner* of the Penn Central and watch the heavy steel catenary poles flick by like so many toothpicks as speeds up to 125 whisk you between New York and Washington. Elsewhere on this continent, there are only two or three possibilities for touching 100 mph in speed. I refer to the PC *Turbo* and Canadian National's fast-flying *Turbo* and *Rapido* trains between Montreal and Toronto, as well as a portion of the Burlington's *Twin Cities Zephyr* run. These offer 84 to 85 mph start-to-stop averages which often require top speed bursts of around 100.

Decreasing rail passenger traffic since the end of World War II has reduced the incentive to run more and faster trains, accounting for a very obvious poor showing. Even so, today's diesels, *Metros,* and *Turbos* are modern products of a highly advanced computer age. I often wonder, why is it so hard to achieve 100-plus on rails at a time when we have successfully placed men upon the Moon?

Let's turn the calendar back 36 years. Perhaps they did things better in the good old steam era. Today it may seem incredible to some readers that the Milwaukee Road's *Hiawatha* trains operated regularly at 100 to 125 mph with steam locomotives! Furthermore, no upper speed limit existed over much of the 410-mile run between Chicago and the Twin Cities, while curves had signposts saying, "Reduce Speed to 90." Except for the parallel and competing Chicago & North Western, we know of no other road whose steam-powered "varnish" ran in excess of 100 per on a daily basis.

It all began in 1934 as the Milwaukee, the North Western, and the Burlington laid plans to cut 90 minutes from existing Chicago-Twin Cities schedules and thus spark a new era of high-speed and streamlined trains. The two former roads elected to stick with dependable steam power, while the Burlington's president, Ralph Budd, gambled on an unknown quantity. Ralph invested the stockholder's money in a three-car articulated diesel train of lightweight stainless steel. This was a double risk, for both Edward G. Budd's train and the General Motors power plant, designed by Charles F. Kettering, were brand new and had to be road-tested and proven workable.

On April 18, 1934, Ralph Budd's shiny new diesel streamliner stood proudly beneath the catenary wires of Pennsy's Broad Street Station in Philadelphia, where it was christened No. 9900, *The Zephyr.* Then followed a five-week demonstration tour over various roads. On May 26th it stood at Denver, Colo., poised and ready for an



One of the Milwaukee Road's F6 4-6-4 types. A loco of this class captured the world's sustained speed record on the 85-mile run from Chicago to Milwaukee.
Collection of Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

unprecedented non-stop run to Chicago. The 1015.4 miles between those two cities were covered in just over 13 hours, setting an overall record speed of 77.6 miles per hour. This feat scored a two-fold victory. It represented the acid test of the new diesel concept and its publicity values captured the imagination of America.

Needless to say, this Burlington success story stirred little exultation in the Milwaukee Road's general offices. Realizing that something dramatic must ensue from the Milwaukee camp, President H. A. Scandrett called a meeting of his operating officials. He had no diesels and no plans for any, so his move would have to be made with steam.

"How fast will one of our F6 engines run?" he queried his superintendent of motive power, R. W. Anderson.

"Just as fast as you want," came the assuring reply. "What do you have in mind?"

"I want to run a train," he said, "from Chicago to Milwaukee fast enough to break all existing rail speed records. As you all know, we are embarking upon a competitive, high-speed era and we need publicity to stay in the race. So use the F6, put our most experienced Chicago Division engineman in the cab, and give him the railroad!"

A veteran hogger, William H. Dempsey, got the official nod to make such a run. He had helped break in the new 4-6-4's of class F6 when they came from Baldwin between 1929 and 1931, discovering first-hand their great power, endurance, and speed. Those engines not only handled through trains with ease over the 421-mile route between Chicago and the Twin Cities, but also ran through without change from Minneapolis to Harlowton, Mont., a total of 914 miles. Like most 4-6-4's, the F6 had nicely proportioned lines, its most unusual feature probably being the front truck with outside frames and journal boxes.

The arrival of the 4-6-4 type upon the Milwaukee Road recalls some locomotive lore. First of all, few historians note the fact that the Jersey Central had 4-6-4 suburban tank types as early as 1923. Then C. H. Bilty, a former motive power chief of the Milwaukee, reportedly designed in 1925 America's "first" 4-6-4—the F6, which wasn't actually built until 1929.

In the meantime, New York Central had acquired its first 4-6-4 in 1927 and dubbed it "Hudson" type. The Milwaukee version got the name "Baltic" from a 4-6-4T type used in Europe; that name applied on the Milwaukee Road only. Class F6's numbered 6400-6413 came in 1929-'30, and the F6a's numbered 6414-6421 followed in 1931. Years later they were given new numbers, beginning with 125.

Chicago's Union Station bore no discernible evidence of any special event that hot Friday morning of July 20, 1934. Even so, it was a Day of Destiny for the cast of human and mechanical actors chosen in a drama of Speed. Train 29, the regular 9 a.m. non-stop express to Milwaukee, stood ready and waiting for a highball, with Baltic type 6402 coupled to the head end. The train consisted of baggage car 1042, coaches 4283 and 4000, parlor car *Columbia*, and business car *Wisconsin*, the total weight behind the tender drawbar being 408.8 tons. This 85-mile run was billed in the schedules as a "90 Minute Train."

While engineer Dempsey was checking the 6402's running gear and fireman Ward Kirby was tinkering with an already perfect firebed in the cab, passengers climbed aboard as usual and settled down for what they expected to be an uneventful ride to Milwaukee. They would soon learn, however, that they were "in" on a record-breaking run. Originally this secret was shared by only a few people other than the train crew and group of officials headed by the assistant general manager, Raymond A. Ryan, who rode in the business car.

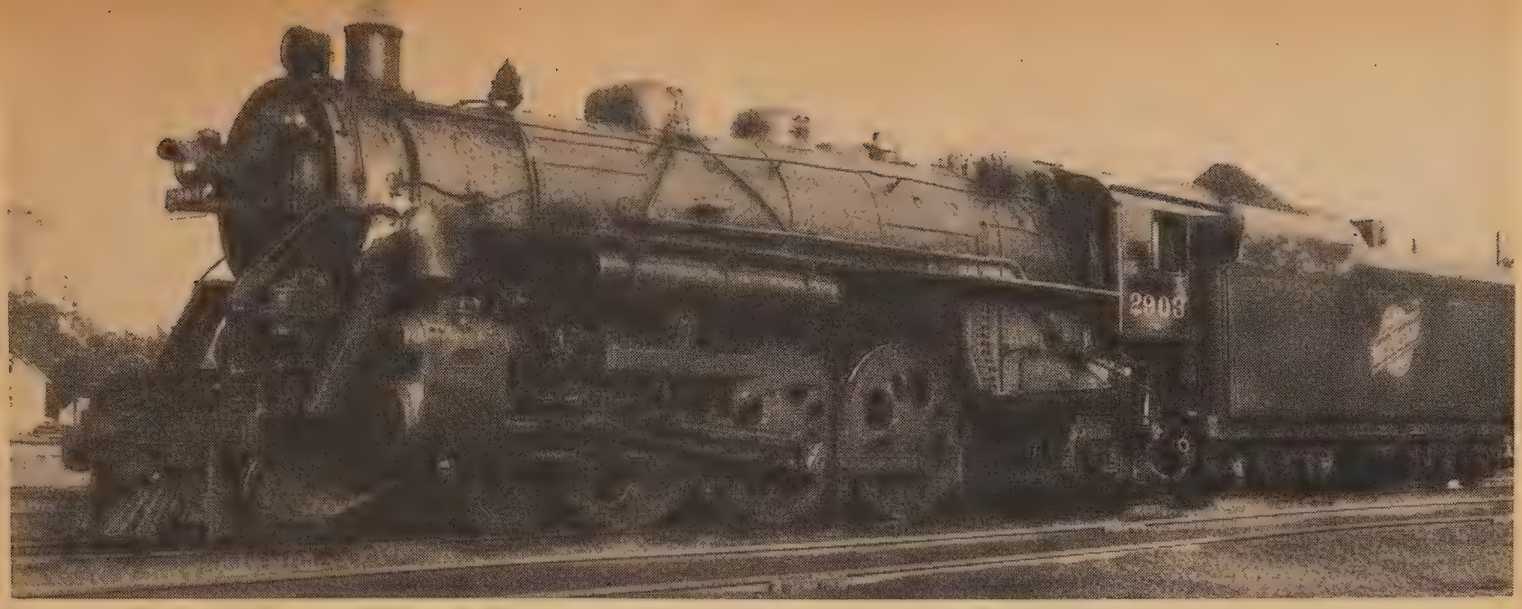
Conductor C. E. Albright gave the highball. Dempsey promptly fed steam into the cylinders of the 6402, whose 79-inch drivers gripped the sanded rails as she quickly gained headway. Due to terminal restrictions, top speed didn't exceed a rather conservative 69 per for the first 12.3 miles to Edgebrook. Then Dempsey and Kirby exchanged meaningful looks across the cab. Both nodded in affirmation. The hogger latched out his throttle and hooked 'er up, and the speed surged upward.

Back in the business car there were stop watches, mileage plotting charts, slide rules, and a speedometer to spell out the saga of thrilling speed. From Edgebrook to Oakwood, 61.4 miles, the average hit 92.6 mph, far better than had been expected. And when they sailed through Gurnee, midway in this portion of the run, the speedometer needle edged up to 103.5, and passengers gripped hard on the arm rests of their seats.

Upon arrival at Milwaukee, Mr. Ryan congratulated the entire train crew on a job well done. They had attained a new world's record for sustained fast running in both distance and for extra high spurts of speed. They had run 85.7 miles in 67:35 minutes, with an overall average of 76 mph. However, excluding terminal slowdowns at each end, the average from Mayfair tower to Lake tower, 68.9 miles, was 89.9 mph.

Collection of Harold K. Vollrath

Near the end of her illustrious career, in 1951, a *Hiawatha* 4-4-2, No. 1, awaits signal at Milwaukee station trainshed.



Chicago & North Western's entry in the high-speed field took the form of rebuilt 1923 E2 Alco Pacifics. E2b class shown above had cross-balanced disc drivers and increased boiler pressure. E2b's used coal fuel while E2a's were oil-fired.
Collection of Harold K. Vollrath

What, exactly, did engineer Dempsey's run with the 6402 mean to the Milwaukee Road?

Most importantly, it proved that steam power could do the job and do it well, just at the psychological moment when most of America had become infatuated with diesel streamliners. So the way was cleared for a 390-minute steam schedule between Chicago and St. Paul, Minnesota.

Dempsey's achievement had other ramifications as well. Unlike *The Zephyr*'s highly publicized dash, Milwaukee train 29 had been given no elaborate preparations, no streamlined equipment nor lightweight cars. It had run in regular revenue service as part of a normal day's work.

Business competition is often fierce. Over in the Chicago & North Western bailiwick, President Fred W. Sargent had his fingers firmly planted upon the pulse of the Burlington and Milwaukee test runs and their plans for roadway improvements and new equipment aimed at the 390-minute run to St. Paul later in 1935.

Depression money woes precluded the buying of fancy new streamlined equipment, so standard cars and engines were fully modernized and given air-conditioning but no streamlining. Mr. Sargent beat his two competitors to the draw by instituting a new train, the *400*, on January 2, 1935. Its name was derived from the fact it covered some 400 miles in nearly 400 minutes. Thus C&NW achieved its own share of publicity by becoming the "first with the fastest" to the Twin Cities.

At that time the North Western had no motive power capable of endurance and speed requirements for *400* service. So the company shops did a tailor-made rebuild job on Pacific types 2901, 2902, 2907, and 2908 of class E2. These were medium-weight engines (Alco, 1923) with 75-inch drivers and 210 pounds of boiler pressure. In the E2a rebuild, new cross-balanced disc drivers 79 inches in diameter were applied, the pressure was increased to 225 pounds, and a large 12-wheel tender of boxy, home-made design carried fuel oil instead of coal.

This budget job omitted streamlining. The only special adornments were stainless-steel cylinder-heads and signs saying "400" affixed to the smokebox front and running boards.

On April 21, 1935, the Burlington put into service its gleaming new *Twin Cities Zephyr,* Nos. 9901 and 9902, being three-car articulated duplicates of the original 9900. The latter had subsequently become America's first diesel passenger train as the *Pioneer Zephyr,* running between Lincoln, Omaha, and Kansas City.

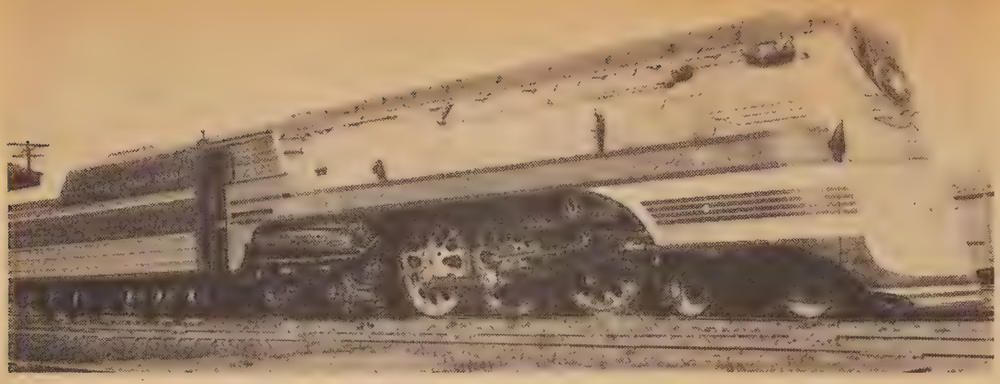
Finally, on May 29, 1935, the Milwaukee Road's *Hiawatha* service made its debut as the fastest and most colorful of all American trains. It ran between the Windy City and the Twin Cities. The choice of an Indian name seemed a bit odd, since the Mohawk chief Hiawatha lived far from the Midwest. The Milwaukee had created a super roadbed not needing speed restrictions. So the *Hiawatha* enginemen were simply told to run as fast as necessary to keep on schedule. Pulling six-car trains designed and built at the Milwaukee's own shops, the streamlined Atlantic (4-4-2) types often ran as high as 120 mph with ease.

The *Hiawatha* 4-4-2's, built by Alco and numbered 1-4, were obviously something special, upon which the Milwaukee Road spared no expense. As the nation's first streamlined steam locomotives and the only streamlined Atlantic types, they appeared resplendent in bright orange, maroon and gray livery, designed by Otto Kuhler (one of *Railroad Magazine*'s "Interesting Railfans") to match the train. Steam pressure of 300 pounds, combined with 84-inch driving wheels, afforded great horsepower and speed. They burned oil, and the tenders rolled upon an unusual 6-4 wheel-truck setup.

When they were new and prior to their placement in *Hiawatha* revenue service, these class A1 engines were given exhaustive road tests for acceleration, speed, braking, and schedule setting.

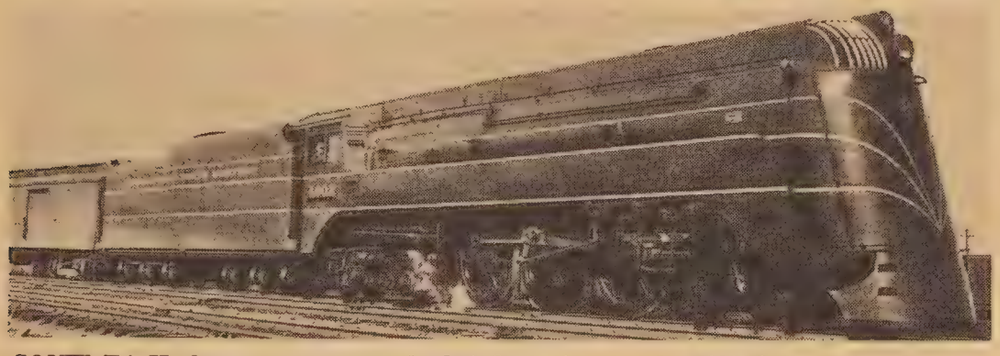
On one such run westward fom Milwaukee to New Lisbon, the road foreman of engines, riding the cab, told the hogger: "Open her up—wide!" He did so. Speed began climbing. She edged past 90, then on up to 95, 100, 110, and 120. The speedometer needle then slipped past the 125 mark and stopped against the peg at 128, its highest reading, yet the speed still seemed to be increasing!

"You'd better ease off," commanded the road foreman, so they never did find out just how damn fast those babies could go. All enginemen agreed that it was advisable to keep the cab windows closed at high speeds, because of extremely strong wind currents. When an engine was exceeding 100 miles per hour, wind screamed over the cab roof like the sound of today's jet airliners.



Milwaukee Road F7's, Alco 1938, were painted bright orange, maroon, and gray.

Alco's Al Atlantics (Milwaukee Road) were America's only streamlined 4-4-2's.



C&NW E4 Hudson types saw only brief service on the *400* before dieselization.

All photos this page and next from the collection of Harold K. Vollrath

By 1938, business had improved to the point where those three competing midwestern roads ordered new trains and larger engines and cut the Chicago-St. Paul running time by 15 minutes. C&NW realized that it either had to buy new streamlined equipment or drop out of the race. Of course, it chose the former course. It acquired from Alco a class of big new streamlined 4-6-4's similar to those Milwaukee ordered.

The North Western's engines were class E4, numbered 4001-4009. They had slightly larger cylinders, giving them the highest main-cylinder tractive effort of any Hudson type, 55,000 pounds. The Milwaukee F7's bore numbers 100-105. Their Otto Kuhler color motif made a flashy appearance in contrast to C&NW's drab green with a few small yellow stripes. Both designs featured the high horsepower and speed ingredients of 300 pounds pressure and 84-inch drivers, the largest ever applied to a 4-6-4.

Since all three competitors offered the same running times between Chicago and St. Paul, regardless of varying mileages, a comparison of speeds and operating conditions sheds much light on actual performance requirements:

road	mileage	overall average speed 1935*	overall average speed 1938**
C&NW	396 †	61.0	.....
C&NW	410 •	.....	67.9
MILW	410	63.2	67.9
CB&Q	427	65.5	69.2

Notes: †390-minute schedule via Madison. *375-minute schedule via Milwaukee.

Under the 390-minute schedule of 1935, the C&NW's *400* enjoyed the shortest route, running via Madison, Wis., and making only two intermediate station stops on its entire run. Top speed probably didn't get much above 90, but even this represented a good long-distance average for such a train. The Milwaukee's *Hiawatha* ran 14 miles farther and made five more stops, giving it a far more difficult run.

Furthermore, both steam runs had to lose 20 to 25 minutes on servicing stops to load fuel and water, while the CB&Q's diesels didn't. This meant that a steam train actually had a much faster schedule after you subtract the time lost by service stops.

Back in 1943, I rode the *Hiawatha* from Chicago to Milwaukee and had a first-hand view of the superb steam operation. Even though railroads at that time were under severe wartime restrictions, the *Afternoon Hiawatha* appeared clean and sparkling in Chicago's Union Station, almost like a new train on a maiden run.

Coupled ahead of its bright orange cars stood an equally brilliant streamlined 4-6-4, No. 101. I gazed in awe at this beautiful machine, so capable of cruising at 100 mph and higher that it almost seemed like a routine chore. In the cab, her crew looked as competent and relaxed as though they were taking a local out on a plug run.

Exactly at one p.m., the engineer cracked his throttle. Train 101 moved smoothly onto the mainline to begin her flight of 410 miles. Speed remained pretty well within moderate bounds for

The day is dull and gray in Chicago, but it doesn't dim the orange brilliance of the *Hiawatha* F7 Baltic awaiting departure signal. Coincidentally, loco 101 is pulling train 101.

quite a while. At length there came the thrilling sensation of rapidly building momentum as the hogger began unleashing the big 4-6-4's full horsepower.

The average passenger seemed quite used to it all, or perhaps even oblivious of the feat, for such speed on rails apparently had become run-of-the-mill. As scenery swirled past the wide picture windows like a movie film running too fast, the ride felt uncommonly smooth—definitely with less bouncing than today's highly-touted *Metroliners*.

The timetable stated "75 Minute Train" for the 85 miles to Milwaukee, but this run took only 65 minutes, beating by 2½ minutes the famous speed test of July 20, 1934. Eager to learn the actual speed, I went ahead to the engine and accosted the throttle artist when he descended from his futuristic glass-enclosed cab.

"According to my watch, you arrived here ten minutes ahead of schedule," I stated. "Just how fast did we run?"

"Well," he said, "I usually push her up to 125 for a while. Otherwise, we stay around 100 most of the way," He spoke with a nonchalance that made the stated speeds seem even more impressive. "You see, we've got a pretty tight schedule and we have to load water here, which takes time. The book says we arrive and depart at 2:15 p.m., which means that I get here early or else have the water-loading time to catch up on afterward."

That made sense. The timetable allowed just 81 minutes for the next 93 miles to Portage. The well-known chronicler of fast trains, Donald M. Steffee, whose "Mile A Minute Runs" features appeared in *Railroad* for many years, credits the eastbound *Morning Hiawatha* with holding America's all-time fastest steam run: 81.0 mph on a start-to-stop basis between Sparta and Portage, or 78.3 miles in 58 minutes.

With all due respect to Mr. Steffee and the official timetables, it's not hard to figure that even better unofficial averages were posted regularly.

By taking time out of a 375-minute run for three water stops, combined with one coal stop, and not allowing for this in overall scheduling, you simply had to come up with some time recovery running that made the Milwaukee F7's the speed champions of all time.

Nowhere else, either before or since, has any railroad in the United States operated passenger trains regularly at 125 miles per hour. Diesels have never bettered the 375-minute steam timing between Chicago and St Paul. Rather, the overall speed averages dropped because the diesels need not take time out for loading of fuel or water.

For many years the Burlington's *Twin Cities Zephyr* has held Amedica's official start-to-stop record. Its best timing was 86.2 mph between East Dubuque, Ill., and Prairie du Chien, Wisconsin. On the other hand, no American diesel has ever been built to run 125 miles an hour. The average has been a top speed of 102.

Therefore, nearly all high-speed averages for diesels have been achieved by taking advantage of the very fast acceleration rate at slower speeds and sustained running where a 90 to 95-mile speed is sufficient to post the desired average.

Today there are no 75-minute trains between Chicago and Milwaukee. The best *Hiawatha* schedule, with diesels, takes 30 minutes longer to get from Chicago to St. Paul than it did with the steam 4-6-4's. Need we say more? ●

Interesting Railfans No. 89

ELMER M. STEUERNAGEL

by Freeman Hubbard

HER NAME is Susan. One hot August day in 1967 she seemed to have come from the wilds of Upper St. Clair, Pa., the township in which the versatile Elmer M. Steuernagel lives. Maybe she was an orphan or maybe she ran away from her mother. Elmer never asked. Sunrise was beginning to flood the landscape when the little waif was spied hiding under a tree. She was alone and shy and needed affection. And because she was beautiful to Elmer's eyes, he took Susan into his own home, won her confidence and, after a fashion, fell in love with her. They have lived together ever since.

This relationship is somewhat unusual. But before going into it further, we will tell you something about Elmer himself. He is a concert pianist and a teacher of piano. From our hobby viewpoint, he has the world's largest collection of Pennsy steam loco number plates (66) and builders' plates (110).

Born March 29, 1937, in Pittsburgh, Pa., he still lives in that city at 515 Miranda Rd., 15241. The only "rail" in his family tree was his mother, who worked in the Pennsy's book-keeping and payroll departments before being married.

In his boyhood, the Pittsburgh & West Virginia's line to Connellsville ran about three-quarters of a mile from his home. Being on a hillside, the track was not visible from the house, but he could see plainly the billowing smoke plumes from J class 2-6-6-4's and various 2-8-0's and 2-8-2's. Steam sounds from West Liberty Yard were part of his everyday life.

When Elmer was about 10 he began collecting railroad brochures and clipping rail material from magazines and newspapers. Around that time Robert Janson, son of a well-known concert pianist, got him seriously interested in the Pennsylvania Railroad. Robert had a motor scooter. The two boys often scootered to Shadyside station on the Pennsy mainline to photograph steam operation. Many years later, Elmer added the Shadyside depot sign to his collection of railroadiana.

In 1964 he met John M. Prophet, a

Typical of Elmer's fine photography is this shot of N&W caboose hop (engine 2138, Y6) at Iaeger, W. Va., in 1959

Hard-to-get plates like these make Elmer Steuernagel the envy of many railfans.

former New York Central clerk who is well versed in Pennsy lore; four months later the two fellows organized the Pennsylvania Research & Information Association. In 1967 Charles Feather helped to organize it on a national level.

This non-profit group accumulates and preserves technical and historical data of PRR equipment and facilities. Besides being president of the PR&IA, Elmer edits its quarterly magazine, *The Keystone*, which all members get. Anyone eager to join may write him.

The only other rail hobby groups that our hero belongs to are the Railway & Locomotive Historical Society, the Private Car Association, and the Altoona Model Railroad Club.

John Prophet tells us that Elmer is a perfectionist, generally serious-minded, precise, and thorough. Mrs. S. T. Gustina of Pittsburgh, who became acquainted with Elmer in connection with her husband's model scale railroad, likewise terms him a perfectionist, one with excellent tastes and kind instincts.

Bob Love of Dover, N.J., says that when he first met our subject, he himself was trying to learn the art of building models from scratch. Bob recalls: "My 0-8-0 USRA model seemed just too bad to do much with. Elmer showed me ways to avoid the mistakes in future projects. I don't know how many hours he spent in explaining the techniques in the use of files, soldering, jeweler's saws, and air-brushing. He gave me help, guidance, encouragement, and, most of all, the desire to succeed.

"Since then, as a result, I have been fortunate enough to win half a dozen regional awards in the hobby and I ranked second in an NMRA competition. One time recently, while I was visiting him, we discussed modelbuilding ideas all night, until 5 a.m., although Elmer had to leave for a trip at 10 a.m. that day."

Larry Givens of Wexford, Pa., describes Railfan No. 89 as "a meticulous individual who will settle for little less than perfection in everything he does." Larry also calls him "a skilled modelmaker who regards no detail as too small to be reproduced faithfully" and "a perfectionist in music."

At age five Elmer began studying piano. At 15 he made his debut on the concert stage. While engaged in military service at Altanta, Ga., he also gave solo performances and TV and radio appearances. At 19 he was chosen to be soloist in Rachmaninoff's *Third Concerto* and *Rhapsody on a Theme by Paginini* at the Rachmaninoff memorial concerts in Philadelphia.

"Elmer is a very accomplished pianist," writes Martin Flattley of Cherry Hill, N.J., one of the contributors to *The Keystone*. "Often when visitors are at his home, he will excuse himself and practice, which speaks well for him."

Avid hobbyists like Mike Eagleson and Harry Albrecht drool over his unrivaled lot of genuine keystones and other Pennsy hardware. Included are number plates from every major loco class in the old system once proudly known as "The Standard Railroad of the World," as well as 65 different Pennsy oval builders' plates.

These items, some of them rare, constitute only part of our subject's entire collection of railroadiana. He has hardware from various roads, altogether more than 100 loco number plates

Another Steuernagel pic: Pennsy loco 7552, H10s, at Northumberland Pa., in 1956.

A group of PRR freight loco builders' plates from the Altoona Shops.
Collection of Elmer M. Steuernagel

and twice that many builders' plates, in addition to miscellaneous items such as loco classification plates, emblems, bells and whistles, marker lights, and the like. Furthermore, he has numerous stock certificates, timetables, equipment drawings, photos, negatives, color slides, etc.

Elmer is also an active model railroader. He has a large collection of scale models, mostly HO gage, some O gage. He is an expert modelbuilder, having built at least 50 locos and numerous cars. He does excellent painting and lettering work on models.

In collecting plates, Elmer specializes in the Pennsy, as we have noted, and to a lesser extent in the N&W, the Southern, a few favorite locos, and geared types. About 15 years ago he began collecting Pennsy hardware. His first builder's plate came from 2-8-2 No. 1159, class Lls. He received this and his first keystone from a man in the scrap metal business. The bulk of his plates were received from railroads, scrap yards, or private individuals. Most of them he bought. Some he acquired through a friend, who was then a Pennsy executive, merely for the cost of shipping. The plates he got directly from railroads or junk yards came from engines being scrapped or about to be scrapped.

"I have a fondness for unique number plates," he tells us, "and those with the builder's name cast around the rim. I became interested in number plates because they were the first items on locomotives that caught my eye and those I remembered most. When I look at one of the brass, iron, or aluminum specimens on a wall in my home, I visualize the loco it came from.

"On the other hand, the builder's plate seldom conjures up such a mental picture. It would do so only on the rare chance that a fellow might be so familiar with construction numbers that he could identify an engine from it."

In his Pennsy group Elmer has some spare plates. These he uses in occasional trading with other collectors, whose names and addresses he gets through our *Switch List,* the *Plate Collector's Directory,* and by word of mouth. Of course, the finer items that a swapper has to offer, the better trading position he is in.

Among his Pennsy builder's plates are some from smaller, earlier engines such as A3, A4, D16, D16b, D16sb, E3sd, F1a, F3c, G4a, H3, etc., as well as some from the later, larger classes such as K4sa, Mla, Mlb, Q2, T1, and the like. Naturally, the ones from earlier locos—scrapped in the 1920's and '30's—are harder to get.

Most of the steam plates in collectors' hands, according to Elmer, are worth from $30 to $90 apiece. Some are valued at hundreds of dollars each. About the cheapest, he says, would be $5 for a plate from a common-type diesel unit.

"There isn't much that a collector can do to get the old steam ones," Elmer says, "except to find somebody who has had them for years and hope he will part with them. Or he may die and his widow will sell his possessions."

Elmer's collection represents a considerable spending of time, effort, and money. He obtained some of his really old Pennsy plates from a retired railroader who had begun collecting in the 1920's and who had two or three plates which his father had acquired around 1900.

His highly prized items include two number plates from Union Pacific Big Boys and one from a Richmond, Fredericksburg & Potomac 4-6-2. Also builder's plates from engines outshopped by pre-Alco companies such as Cooke, Rhode Island, Rogers, etc., and from Davenport, Vulcan, Porter, etc., as well as the builders of geared power like Lima, Climax, Heisler, and Willamette. Two other choice items of his are the whistle from Southern Railways engine 1409, class Ps4, and the bell from B&O ten-wheeler No. 2024.

For most of his life Elmer has been self-employed, including his work as concert pianist and teacher of piano. Among his side interests are owning the House of Models and custom-building models of locos and rolling stock, business and market research and analysis, custom-making of jewelry, and importing interests. He taught himself French and German from text books.

Aside from his B.A. degree from the University of Pittsburgh, he has nearly finished work for a Ph.D. in musicology there. He is considering a return to the concert stage, from which he has been away nearly seven years.

Now, at last, we get back to Susan, with which we began this article. Susan is a friendly and well-mannered pet skunk. Captured after a lively chase by neighbor's children, she was acquired by Elmer and de-scented a few days later. Susan has clean toilet habits. She eats canned dog food, raw carrots, lettuce, sunflower seeds, nuts.

Railfan No. 89 also has a pair of love birds. Like your editor, he has considerable sympathy for animals, both wild and domestic. Unlike your editor, he wants to own a cheetah, but only if he had sufficient land on which it could roam around.

"To have an animal without permitting it to take the exercise it needs," he says, "is unfair and cruel."

In spare time Elmer enjoys reading —mostly philosophy, law, and history —also billiards or pool, swimming, etc. He keeps physically fit by doing the Royal Canadian Air Force exercises, among others, every day. He is 5 feet, 10 inches tall, never smokes, and is a connoisseur of fine French wines.

His keen interest in beauty includes music, paintings, Oriental rugs, tapestries, and good-looking women. The fact that his marriage ended in a divorce has not soured him against the female sex. Definitely, Elmer Steuernagel is not among the small minority of railfans who object to photos of beautiful girls in *Railroad Magazine.*

Basically, he is religious, believing that the power which has brought him along thus far will see him through the rest of the way. ●

Actually, Susan is not fat, but looks that way squatting on her hind legs.

Missouri Pacific Lines photograph

SCOOP FEVER by William T. Church

THE FIREMAN on the Missouri Pacific's big Mike helper was earning his pay the hard way. The white stains that covered her dirty jacket about the steam dome revealed that she had been foaming badly. The numerous times he had blown her down since leaving the Annapolis tank suggested that she still had an unsettled stomach. Thick black smoke belched from her short stubby stack in cannon-roaring proportions.

Anyone could see that the hogger was working the old gal over. Our speed made it clear that he was earning his pay by helping us over the grades without loss of running time.

Today I am a conductor on the MoPac, but at that time I was temporarily firing the road engine, a 36-year-old hand-bomber, a Baldwin built Consolidation. Built for the MoPac as a heavy freight engine, she was fresh out of the shops and working her way to Bismarck, Mo., for duty. With her tank of Illinois coal and a belly full of Missouri water, she was steaming well.

My hogger was taking it easy by working a light engine, mostly because of my inexperience. He let the big Mike helper pull her guts out over the hills.

Reaching up, I opened my injector and rammed my head out the cab. I kept looking down at the overflow pipe until the water stopped running from it and the hum of the injector told me that the pump was pushing water into the boiler, shutting it off when the glass told me that the boiler was half full.

Then, swinging my right leg off the seatbox and firmly planting my buttocks against the cushioned cab, I stood spraddle-legged as I prepared to put in a fire to bring the steam back near the pop mark. Thus I got the feel of the engine's movement. Bending over, I thrust the scoop deep into the coal before pulling it out. Then, twisting my body to the left and slightly turning on the heel of my left shoe and the ball of my right foot, with my left shoe hovering over the pedal of the air-door, I brought the scoop into the face of the firebox.

My toe pressed lightly on the pedal. With a hiss of air, the butterfly door opened, scorching me with a red-hot blast. I raked the butt of my scoop against the lip of the door. Then, giving my right wrist a slight twist, my gloved hand turned the scoop and sprayed the coal into the right corner of the firebox.

While withdrawing my scoop and repeating the process on the left side of the firebox, I was well aware of the hogger's glance. The steam pointer

stood at 198. I'd been careful never to let her pop. I had heard that the mark of a good scoop fireman was to keep an engine hot but never let her pop.

After a dozen or more of repeated thrusts into the firebox, I sank back onto my seat, and glanced over to the hogger. A smile and a nod told me, "You are doing OK, kid."

Although I felt sorry for the fireman on the big stoker-fired Mike because of the tussle with his engine, I settled back to enjoy the music of the double-shotted steamers as they rocked the mountains with their exhaust.

You see, I wasn't a regular employed fireman, but a brakeman with "scoop fever." I'd been pressed into service when the fireman's extra board ran out of men. Ever since I began working on the MoPac at Poplar Bluff, I had been giving the firemen a little help on hand-bombers until I reached the point that I could do a fair job of firing.

The spring rush of strawberries was on. All regular freight and passenger trains were running in sections, making the extra board do flip-flops. This was fine with me, except of late it had interfered with my budding romance. A poet wrote, "In the spring, a young man's fancy turns lightly to thoughts of love." At 21 I was no exception. For several weeks the object of my conquest was petite blonde with tantalizing blue eyes, Cupid's-bow lips, and more curves than the Missouri Division of the Missouri Pacific Railroad. She stuck out just right in front and just right in back. Her name was Daisy.

I would sit by the hour at a table in the Rainbow Cafe at Poplar Bluff, where Daisy worked as a hash-slinger, drinking coffee galore and playing up to her. I learned that she "just adored" Clark Gable and she wanted to see *Gone With the Wind*, which was then billed at the local movie house. Well, I bought two reserved seats for that film. Then, over a steaming cup of black coffee, I broke the news.

"You have a date with me tonight, Daisy, to see *Gone With the Wind*."

She fairly squealed with delight. "Oh, Billy, you really have tickets to *Gone With the Wind*?"

"Sure thing, honey. Tonight at seven. Is it a date?"

"It is," she said sweetly. "Thank you."

How many oldtimers recognize this Missouri Pacific turntable?

Earl Saunders collection
from Walter Adams, 3609 Lakeshore
North Little Rock, Ark. 72116

Anticipating her acceptance, I had slipped the night caller, Warren Crawford, a buck to mark me off duty that night. Daisy moved away, taking orders and serving other hungry rails. I sat nursing my black coffee dreamily.

"Billy!" The trainmaster, Jim Gregg, jerked me back to reality.

"Yes, sir," I replied.

"What are you doing marked off?" he demanded. "Are you sick or just lazy?"

"I—I—," I stammered, "I have tickets to the show tonight and I wanted to be sure I'd be in town to use them."

The T.M. eyed me quizzically. "Billy, they tell me you've been doing a little firing on the road."

"Yes, sir," I said proudly.

"Do you think you could keep an engine hot between here and Bismarck?" He explained that a fireman was needed for a spot engine that would take a berry train to Bismarck, where a turn would take it on to St. Louis, while the train and engine crews of the berry train would deadhead back to Poplar Bluff. "You could get home on No. 25 tonight in time for the show if you like."

I wasn't too enthusiastic. "Well," I said, "I've got things to do today, having laid off and all that."

"Since you don't care to go firing"—the trainmaster's cold eyes bored into me—"I guess you have a few hours to spare today. I want to talk with you about your shoving those cars over the derail at Iron Mountain.

"On second thought, Mr. Gregg," I said quickly, "I believe I could go to Bismarck and back on 25 tonight."

The trainmaster smiled. "I thought you'd see it my way, Billie."

An hour later we were highballing it north, I was firing for a fat fellow named Oscar Nunn, with my buddy, Mitch Marvell, as head brakie. Aling the Black River we glided. I had little trouble keeping the big spot engine hot. We rolled over the easy grade from Poplar Bluff to Piedmont. Lucky me, I had it in the bag! At Piedmont we'd get a helper, and then run 42 miles to Bismarck. Finally we'd deadhead home on No. 25 and I'd snuggle up to Daisy in the darkness of a movie theater.

But alas, fate decreed otherwise! Of all days, the local had steam failure at Piedmont. When we arrived at Arcadia at the foot of Pilot Knob grade, our helper was ordered to cut off and go back to Piedmont to help the local over the mountains.

Pilot Knob is the hardest grade on the division from which to make a standing start. While we were under the tonnage, it was going to be a hard pull. With a student fireman and with the time lost cutting off the helper, it was doubtful if we could make Bismarck in time for train 25, and maybe we couldn't climb the hill without doubling.

The hogger and I glanced at each other. Right then I knew that our friendship had ceased. From there on out, he would be an enemy. It was up to me to keep enough steam in the old gal to pull the grade. And if we hung up and had to double, and if we laid out No. 25—well, "A MoPac crew just doesn't lay out a passenger train by doubling a hill and get by with it."

Those words made me panic-stricken. I doubted that I had the know-how to keep the old gal hot up the hill My first impulse was grab the scoop and start swinging. Suddenly the wise words of an old black fireman came back to me: "Boy, don't let her know you are scared of her. Just sweet-talk her. Pet her with your scoop and she will love you, but let her know you are scared, and she will throw you."

Fighting my fears I, picked up my scoop. Glancing at the water column in the gage, I noticed that it was well down the halfway mark, and I cursed under my breath for being so dumb while coming down the mountain and not filling the boiler. We had lost a couple pounds of steam, but I was in good shape. So I tried to regain what we needed before I put on the injector.

Although on previous occasions, I had ridden up Pilot Knob grade on the cushions, leisurely taking in the mountain beauty and breathing the cool air, this time I was facing the white-hot blasts from the firebox as I tickled the spot engine in the right places.

Three to the right corner! Two down the right side! One down the middle! Three to the left corner! Two down the left side! Thus I worked my way across the firebox.

"Keep your back corners full, and the front end will take care of itself," was the advice I had been given by some scoop firemen.

With regular routine, sweating like the devil, I stoked the old gal. Using my choice sweet phrases on her, begging, pleading and hoping that I was doing the right thing.

But where I was begging her, Oscar Nunn was beating the hell out of her. As the grade became more pronounced, he began to drop her down and I was praying that she'd hold the rails. A slip now would send my fire out of the stack.

I gave the water glass another glance. It was falling slowly. The hogger reached up and pulled his injector on. The steam pointer took a nose dive. Then the old gal hit a slick spot and lost her feet. She spun several times before the engineer shut her off and opened her up again and dropped her down another notch. I increased my tempo with the scoop and caressed her faster, trying hard to keep my wits about me.

As we trundled up the grade, the seconds went by like minutes, the minutes like hours, and the feet like miles. With each jarring beat of the big engine my fire danced like a troupe of Spanish girls doing the Mexican Hat Dance.

To me it seemed like a losing battle, even before the first mile of the six-mile grade was behind me. I was sweating like a pig, with every muscle in my body calling for relief. I found it harder to take careful aim on the firebox. A little lurch of the engine made me spill coal all over the deck. I began to stagger a little between each thrust at the fire.

The pointer stood about 15 pounds off the pop line now, and was slowly sinking. I increased the tempo of my scoop. Each toss of the scoop moved what seemed to be a ton of coal from the tender into the hungry firebox. I lost all track of time.

Our engine whistle blasted at the mile board at Middlebrook. We were not going to make Bismarck for 25, and we had less than a mile to go before we could reach the top of the grade. Just a little bit further, and if only I could hold on!

My pal, Mitch, left the doghouse. His motions over the coal pile shoved several tons down for a closer reach. And without any comments, he walked over the running boards to the pilot to race for the switch so we wouldn't have to stop.

Suddenly I was aware that the old gal wasn't laboring as hard as before. Oscar Nunn was beginning to hook her up. We had won the pull! I jammed the scoop deep into the coal and dragged my limp body onto the seat-box, too tired to speak. I had won my fight.

But the effort had cured me of "scoop fever." Never again would I want to fire a locomotive. Oh, yes, I missed the connection with train 25 that would have taken me back to Poplar Bluff in time to see *Gone With the Wind* and make love to Daisy, after a fashion, in the blessed darkness of a movie theater. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

AT LAST, President Nixon has officially broken ground to start the building of the Washington subway system! Every President from Eisenhower to Nixon endorsed the project, but little had been done before, due to highway and automotive lobbies. Now the Washington Metropolitan Area Transit Authority (WMATA) is constructing a 98-mile, $2½ billion system for the District of Columbia and its Virginia and Maryland suburbs. The green light was given when Rep. William Natcher (D. Ky.), chairman of the House District Appropriations subcommittee, recommended the release of $84 million in Federal funds for it.

WMATA officials predict that the first six-mile subway line will be operational by Dec. '72, with the full 98-mile line in service five years later. Bid notices have been mailed to over 200 firms for starting work on part of the subway to run under Lafayette Park in front of the White House.

Of the 98 miles in the network, 47 will be underground and 51 on the surface, using existing railroad rights-of-way or median highway strips wherever feasible. Current plans call for cars 75 feet long, seating 81 and having room for 175 standees. They will have comfortable seats, carpeted floors, and tinted double-glazed windows for thermal and acoustical insulation.

RAIL and bus lines of Philadelphia Suburban Transportation Co. were taken over by the Southeastern Pennsylvania Transportation Authority on Jan. 29th, more than two months in advance of the scheduled April date. Thus PSTC leaves the local transportation field in Upper Darby and the Delaware Valley. Its routes there are now joined with city routes of the former Philadelphia Transportation Co. in the Quaker City.

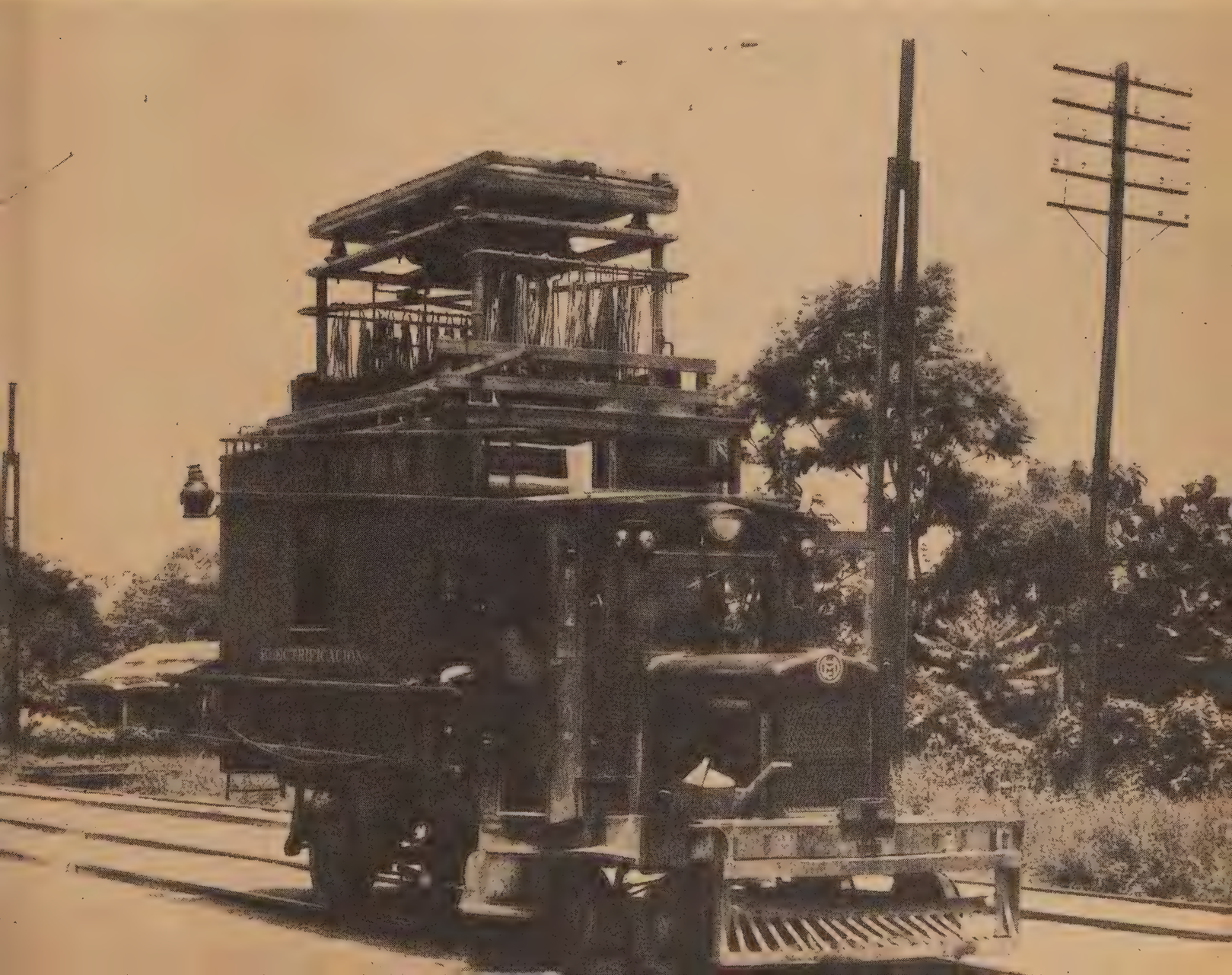
There is little change in operations, since the former PST lines are still run by the general offices at 69th Street Terminal in Upper Darby. This division is now known as the Red Arrow Division of SEPTA.

PSTC dates back, through earlier corporate succession, farther than any other transit company in the area. The original company of which it is the successor was the Philadelphia & West Chester Turnpike Road Co., whose franchise was taken over in 1895 by the Philadelphia & West Chester Traction Co. The P&WCT merged in 1936 to form the present PSTC operation.

PARIS METRO, long familiar to Parisians and tourists, now has a sleek new partner, inaugurated last Decem-

Photograph by Elmer Treloar

FCM (Mexicano Div.) line-car at Sumidero, Vera Cruz, used on electrified section between Paso de Macho and Esperanza.



Bamberger Railroad's No. 350 rounds a curve on its Salt Lake City-Ogden run.

Line-up of Illinois Terminal city and interurban cars at Granite City yards.

Baltimore & Annapolis train passes through North Lithinium, Md., in 1950.
Top three photographs by Stephen D. Maguire

Richard H. Kindig, 3831 Perry St., Denver, Colo. 80212
These three old electric cars are on display at the Colorado Railroad Museum in Golden, Colo. (Left to right) Denver & Inter-Mountain No. 25, Fort Collins Municipal Ry. No. 22, and Los Angeles Railway No. 5101. Have you seen them?

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

ber: the RER (Reseau Regional Express). The first section of this new line, built underneath the old Metro, runs almost 13 miles from Place de la Nation to Boissy-St. Leger. Passengers pay the equivalent of $1 for a round trip. At Place de la Nation, the station is most colorful, with splashes of yellow, green, orange, blue, and red, as well as a 35-foot-high concrete dome painted with pearly roses. One hundred feet underground, the station is 735 feet long and 140 feet wide.

Future plans call for opening a Defense Etoile station and a section to St. Germain-Auber in 1973, and an Auber-Nation section in 1975.

MAJOR CHANGES in the construction of rapid transit cars may result from the awarding of a 250-car contract by the Bay Area Rapid Transit District, reports Harre W. Demoro, *Oakland Tribune* staff writer.

Harre tells us that Rohr Corp., the firm which got the contract and a major producer of aerospace and aircraft components, is using airplane construction techniques to build the 250 rapid transit cars.

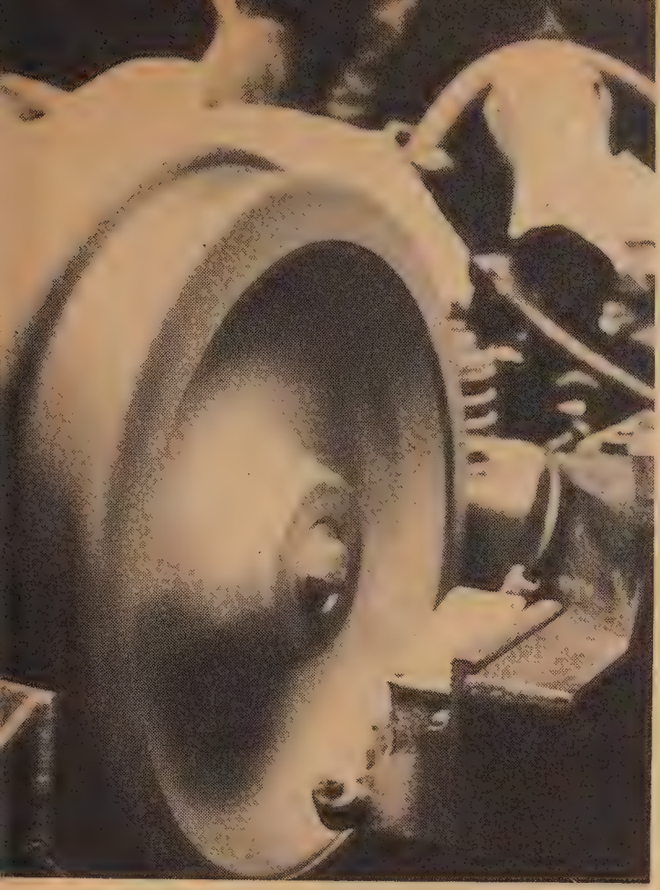
Rohr officials decided there was a profitable market ahead in building rapid transit cars. So, they went out looking for a railway car maker to purchase and use as a subsidiary. After visiting plants across the country Rohr officials decided production methods they observed were so old-fashioned it would be better to start from scratch.

The major new concept being used by Rohr is the application of extruded aluminum. This type of aluminum is produced by a special process that forces the metal into a predetermined shape, much in the same way as you squeeze toothpaste out of a tube.

The sides of BART cars will be formed of large sheets of extruded aluminum that combine, in one solid piece, both the side of the car, and most of the internal ribs required for strength. This eliminates the need to bolt, weld or rivet the sides to bracing. It also reduces the number of metal-to-metal joints.

The entire roof is made of one sheet of aluminum, 70 feet long and about 8 feet wide.

FREIGHT TROLLEY coal-hauling operations at the Lakeside Power Plant of Wisconsin Electric Co. on the south side of Milwaukee were abandoned recently, we learn from Bill Nedden, of Milwaukee, and John J. Ziemba, now in military service at Fort Campbell, Ky. The plant has converted to gas or



Newly developed, forged-aluminum wheel center selected for use on the San Francisco Bay Area Rapid Transit (BART) cars. Similar wheels, now being put into service on 150 Chicago Transit Authority trolleys, mark the first use of the lightweight metal in railroad wheels anywhere in the United States.

This shot of Toledo Railway & Light Co. suburban wooden car N. 519 was made in 1905 by Herman Hoack at Starr Avenue barn in Toledo, Ohio.

oil to alleviate air pollution from its stacks. Once part of the Milwaukee Electric Ry. & Light traction system, the line in recent years used seven electric locomotives, whose fate is unknown to us.

There now remain two isolated trolley freight lines serving other power plants—at Cedarburg and Pt. Washington, Wis. These also were once part of the Milwaukee Electric system.

John Ziemba tells us also that the Tokyo Express Railroad, featured in a story in our Dec. '68 department, abandoned its main line and one of its two branch lines last May 10th, leaving one short branch line. About 20 of its newest cars are retained to serve this line. All of the odd-looking but relatively new caterpillar-type cars are being scrapped, along with the older ones. The abandonment was required in order to allow construction of an elevated motorway and a rapid transit subway, both due to be completed in four years.

NEW YORK CITY Transit Authority has ordered 240 cars from the St. Louis Car Div. of General Steel Industries. The cars will cost $213,400 apiece, with a multi-million dollar contract going to Westinghouse Electric Corp. for the transit cars' propulsion and control equipment. Delivery of the new cars is expected to start this fall. Final deliveries should be about a year later. The new equipment will relieve somewhat the subway overcrowding.

NOT TOO OFTEN nowadays are trolleys taken on trips by unauthorized persons. It happened recently in Philadelphia, reports Maj. Dennis Cavagnaro, USMC, Beaufort, S.C., who tells of the results of a recent trial for stealing a trolley car of the Philadelphia Transportation Co.

James Wright, a 25-year-old file clerk accused of taking a streetcar on a 10-block joy ride, was acquitted of charges of stealing because trolleys apparently can't be stolen in the legal sense.

Wright's lawyer, argued in Common Pleas Court that the trolley could not be the subject of larceny because there was no evidence of intent to remove it from the tracks.

Judge Cavanaugh asked whether a trolley could ever be stolen.

"You can't take one off the tracks and keep it," the lawyer said.

Anyone who may contemplate such an offense in the future should be warned that although such an act may not constitute larceny, it may subject the doer to prosecution for a "disorderly persons" charge.

PROPOSED extension of electrification of the Erie Lackawanna over the Greenwood Lake Division will be only from Montclair to Mountain View, N.J., reports Bruce Russel, 33 Lorraine Dr., Glen Ridge, N.J., who corrects an item that a reader had sent in for our Dec. '69 department.

The plans, as now contemplated, call for extension of the EL's now-electrified Montclair branch for 2½ miles to connect with the Greenwood Lake Division tracks, also in Montclair. From this point, catenary will be erected only as far as Mountain View.

AMERICANS visiting England to cover the rail transit lines there are invited to contact J. M. Monk, 2 Campbell Court, Hanwell, London W 2, should they want assistance in learning how to reach their rail objectives. Mr. Monk has also graciously given us his telephone number: 01 567 6531.

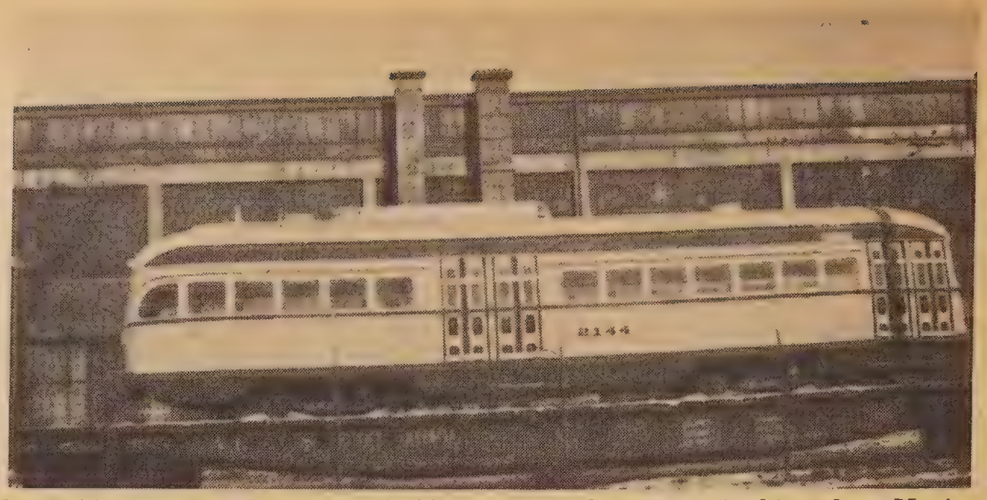
NEW rapid transit line in the median of the Kennedy Expressway was opened Feb. first by Chicago Transit Authority. The line, construction of which was begun two years ago, was to have opened last summer. Difficulties, including slow delivery of new passenger cars, delayed it.

The line is, in effect, an extension of the Logan Square elevated which runs

five miles northwest from the Loop. In the new Kennedy route, trains travel a mile from the present Logan Square terminal in a new subway to the Kennedy median strip, and then northwest to Central and Foster avenues—a distance slightly more than five miles.

The Kennedy line, cost $50 million, with the Federal Government paying two-thirds and the city the remainder.

Joy at the line's opening was dimmed somewhat by the prospect of an imminent fare rise of a dime. This will make the fare 50¢—the highest local city fare in the nation!



No. 2144, shown at Detroit in 1956, was one of many cars shipped to Mexico.

Oren H. Hart, 9409 Comley Road, Detroit, Mich. 48224

A GOOD bargain in a reproduction of an old and rare traction timetable is the reprint of a 1917 Philadelphia & West Chester Traction Co. timetable. It is 6 pages long with 3 folds, views of equipment, a large map, and schedules of all four lines. The reprints costs 50¢ each from Alto Smith, 509 Baynard Blvd., Wilmington, Del. 19803. Proceeds from the sale go to the NRHS, Wilmington Chapter.

New Electric Publications

The Ontario & San Antonio Heights Railroad Company—Pacific Electric in Ontario & Claremont, **by Ira L. Swett, 116 pages, 8½x11, with soft cover binding, may be had for $4 from the author, 216 South Western Ave., Los Angeles, Calif. 90004. This is a detailed study of the trolley lines operated by PE and its predecessors in the Pomona Valley, Calif., cities of Ontario, Upland, Claremont and Pomona.**

An unusual part of the operation was the original mule-car line opened in 1888 on Euclid Avenue, Ontario, which ran north for 3½ miles along that street to San Antonio Heights. This line had a little wheeled trailer behind its cars so the mules could be given a free ride on each return trip from the Heights to Ontario, the cars being pulled by gravity on the descent from Euclid Avenue. Many treatises on street railway history have used a photo of this operation. Ira's new book recalls memories of better days in the Valley.

Trolley Talk, Vol. 3, **by Birdella and Richard M. Wagner, 156 pages, 8½x11, with soft cover and stapled binding, costs $7.50 from Wagner Car Co., 59 Euclid, Cincinnati, Ohio 45215. It is a bound reprint of issues 41 through 60 of *Trolley Talk*, covering the years 1962 to '66. This bi-monthly magazine interests both trolley fans and trolley modelers. Its photos and articles are excellently reproduced on enamel stock. There are stories, histories, prototype plans, and model construction techniques. In case you've missed five years of this magazine, here's your chance to get them.**

August 29, 1966, near the beach: trolley No. 1125 is headed for downtown San Francisco on the L, or Tarval, line.

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94707

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***I have a $2 bill issued by the South Carolina Railroad. Why did railroads issue money?***

About 390 American roads are known to have issued, or been authorized to issue, their own currency. In Pennsylvania alone, 65 companies had this right, and in New York, 63. They did this to finance the expense of laying rail, buying equipment, and paying employes.

In the first third of the 19th Century, there was no national U.S. currency, so hundreds of private firms and state banks issued their own. These were good in the area but sometimes sold at discounts of up to 80 percent elsewhere. Railroad money varied from crude pieces of paper turned out on home-made presses to the beautifully engraved bills of the Philadelphia & Reading. Much of this money proved to be worthless. Many small roads wiped out in the panics of the late 1830's found this out. A few, however, learned that printing money was more profitable than railroading. By 1864, it all came to an end when the National Bank Act forbade the private printig of currency.

2 ***What is an ultrasonic cab safety monitor?***

A device which checks on the engineer electronically. By means of a sensitive receiver and transmitter mounted in the cab, the monitor can sense the engineer's most minute movements. It sounds a warning if he should become incapacitated for any reason. If the warning isn't heeded, the train is stopped automatically. Penn Central developed this device, now in use on the system. A medical manufacturer has leased rights to the instrument for possible use in monitoring hospital patients.

3 ***When was the first Pullman sleeping-car built?***

In 1858, when George Pullman converted two Chicago & Alton day coaches. The first passenger trip using the new sleeping-cars was on Sept. 1, 1859, on the C&A run from Bloomington, Ill., to Chicago. The Pullman Palace Car Company started manufacturing sleeping-cars in 1867.

4 ***I saw four Rio Grande F-7's heading an Illinois Central freight near my home in East St. Louis. Why were they running on IC tracks?***

The F-7's were on loan to the Illinois Central for a short period of time. On July 27, 1969, these four locos were put at the head of an 81-car train which passed East St. Louis the same day.

5 ***What is a* Curvemaster *rail?***

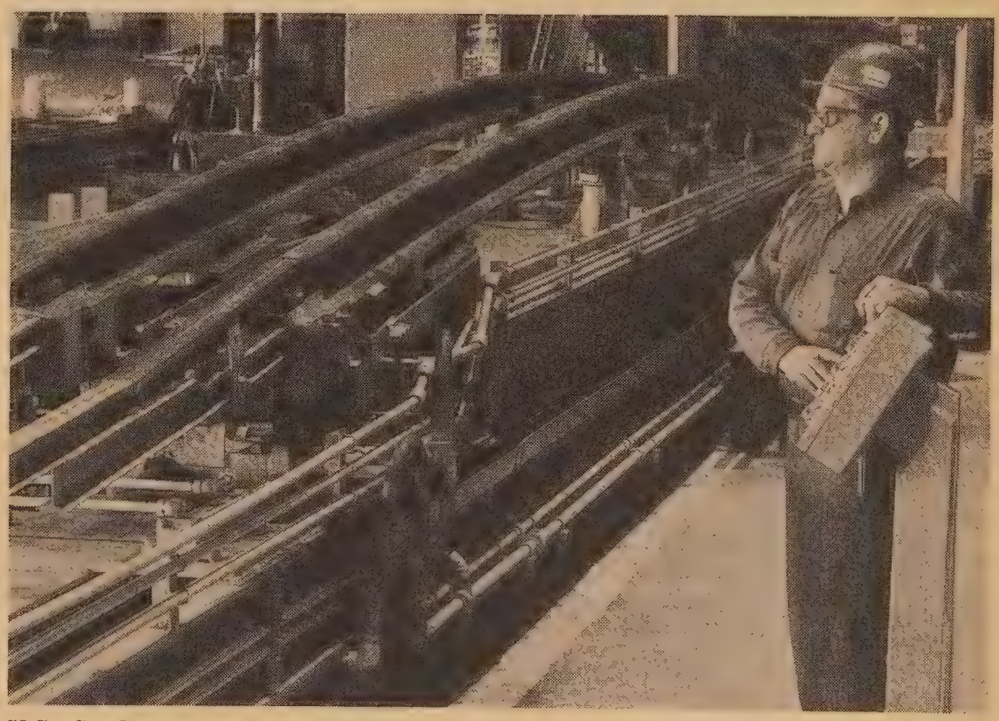
It is a trade name for a special type of heat-treated rail designed to produce extra hardness in the railhead—the area subjected to the most severe wear from train wheels. Made of carbon steel, it lasts two to three times as long as untreated rail. Originally, it was meant for use only on track curves, but is now found on heavy grades and heavily-used mainline. U.S. Steel Corp. produces it. (Photograph shown below.)

6 ***I am looking for an old poem entitled "The Switch-Tender."***

Penn Central's ultrasonic safety monitor, located in engine cab. Receiver senses engineer's movements. PC developed it at Cleveland Technical Center.

Look no further. C. J. Byrne wrote it for our April, 1911, issue.

A little red shack built close to the track,
With a window in either end;
A little red door and ten feet of floor,
And plenty of switches to tend.



U.S. Steel's newest facilities for producing *Curvemaster* rail are shown above at the Ensley plant near Birmingham, Ala. The rails will travel under an electric induction heating unit at the far end of the line which will heat the head of the rail. An air quench will complete the heating process. The Carbon steel rail lasts almost three times as long as the untreated type.

2-8-2 No. 12 covers snowy terrain on East Broad Top's famous "Winter Spectacular."
George A. Forero, Dept. of Photography, Villanova University, Villanova, Pa.

A little old man with only one hand,
And a little old pipe made of clay,
And a little old smile from old Erin's isle—
He's a happy old fellow all day.
In that little shack built close to the track,
There are memories of bygone years;
When youth and its prime was all summer-time,
Now gone amid sorrow and tears.
When this little man with only one hand,
In the days of the old link and pin,
While coupling up cars was caught in the bars
And the iron hand of fate "turned him in."

In that little shack turn life's pages back,
When youth to success looked ahead;
Since those balmy days the future's bright rays
Have changed like the hair on his head.
As he sits there tonight in the glare of the light
That shines through the little stove-door,
You can easily trace, by the lines on his face,
The sadness and gladness of yore.

When you come along and the switches are wrong,
And the lights all around you are red,
Don't curse and abuse, and shout and misuse,
Have respect for that weary gray head.
For that little man with only one hand
May soon pass away from your view;
And the iron hand of Fate may not hesitate
To make a switch-tender of you.

7 ***What's the difference between a transfer and a switching diesel?***

Switching diesels are used within a railroad yard to move cars around from track to track. They are smaller engines, often B-B type. Transfer diesels operate between railroad yards. For instance, one might be called upon to move cars between two Chicago yards several miles apart. This type of operation would not require a regular diesel, but would be too big a job for the smaller switcher type.

8 ***Brief history, please of Wallkill Valley Railroad?***

Incorporated in 1866 and chartered July 2, 1877, the WV ran from Kingston to Montgomery, N.Y., and owned 39 miles of track. In 1899 it was leased to the New York Central & Hudson River.

9 ***Which railroads had the most locomotive in the late 1940's?***

In 1948, the Pennsylvania led the list with 4,467. Next was the New York Central, 3,473. Baltimore & Ohio ran third, 2,030. Fourth, fifth, and sixth, respectively, were the Santa Fe, Southern Pacific and Southern Railway.

10 ***What is a Decapod and when was the first one built?***

A decapod refers to a 2-10-0 type—that is, an engine which has a two-wheel front truck followed by five pairs of driving wheels and no trailing truck. These locomotives were commonly used in heavy freight service. The first one was built in 1867 by the Norris Locomotive works for the Lehigh Valley.

11 ***Where can I get the poem*** **The Lonesome Train?**

At your record dealer's. "The Lonesome Train" is not a poem, but is an album telling the story of the Lincoln funeral train—a dramatic prose narrative with some musical accompaniment.

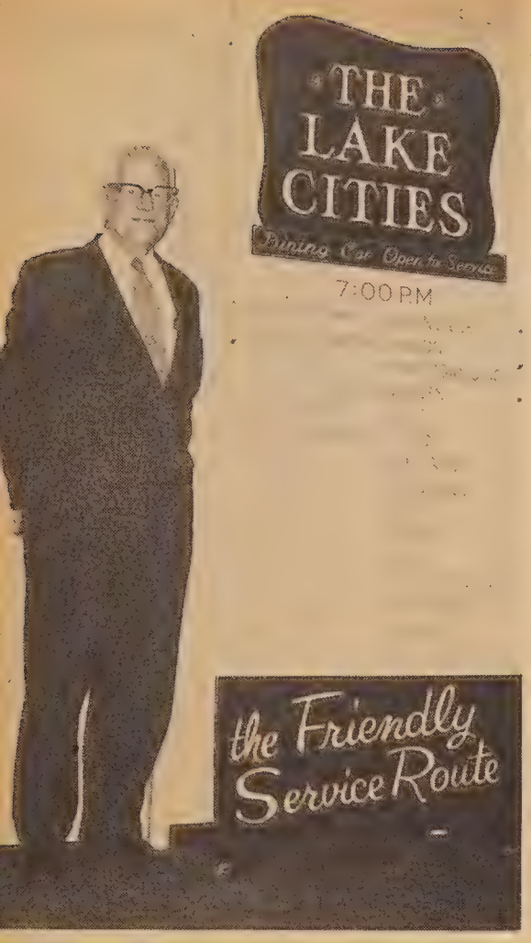
12 ***Which was Ontario's first engine?***

The *Lady Elgin,* owned by the Ontario, Simcoe & Lake Huron (later the Northern Railway of Canada). Built in Portland, Maine, in 1852, she started working for the road May 16, 1853. The first locomotive actually built in Ontario, the *Toronto,* was produced by James Good in 1853. This was also the first Canadian engine ever built. She pulled Canada's first passenger train in May, 1853, from Toronto to Machell's Corners (now Aurora, Ont.).

13 ***I am a new subscriber. What railfan clubs are in the Chicago area and how do I join them?***

Railway & Locomotive Historical Society (Chicago Chapter); write to J. R. Williams, chairman; 1211 N. LaSalle St., Chicago, 60610; the Railroad Club of Chicago, Inc.; write Don Kotz, 530 61st St., Kenosha, Wisc. 53140; and Central Electric Railfans Assn.;

Little Mike No. 45 runs west on return run of the popular *Super Skunk* on the California Western, near Willits, Calif.
John C. Illman, 7400 Errol Drive, El Cerrito, Calif. 94630



Thomas Taber, noted railfan, stands next to *The Lake Cities* train board, donated to N.Y. Div. of Railroad Enthusiasts last Jan. 23, shortly after train was discontinued. Sign can be seen at club's library in Grand Central Terminal.

contact Robert Lindgren, P.O. Box 503, Chicago, 60690.

Running Extra

Supplementing an answer in our March issue, Peter Bellos, 3923 S. Liberty, Independence, Mo., writes: "One of the roads known as the Pea Vine Railway was the Santa Fe. Prescott & Phoenix, which ran from the transcontinental main stem at Ash Fork to Phoenix, Ariz. The Atchison, Topeka & Santa Fe purchased it in August, 1901, and used it to develop the Phoenix & Eastern as part of a strategy to gain an unobstructed entry to California by way Deming, N.M., and Wickenburg, Ariz."

Histories of the Wisconsin Central and the Wisconsin Northern are sought by Jerome Lopas, 1297 Plank Rd., Menasha, Wisc. 54952. (R&LHS Bulletin No. 116 has a history of the Wisconsin Northern, which tells part of what you want to know.)

Asking about an item in our April '66 issue is Clark Gabriel, 508 Lebanon St., Melrose, Mass. 02176. "In that issue," he writes, "you gave details of Boston & Maine's Pacific No. 3666 falling into the Piscataqua River. You said the U.S. Army Corps of Engineers had a project to remove her from the bay. Who can tell whether or not this project has been completed?"

(According to Jim Crimmins, 5 Bonnie Drive, Exeter, N.H. 03833, the loco and tender were moved into 60-foot deep water, out of the way, in March 1966.)

Info. on gas doodlebug which the Mississippi Central used to run is sought by Ray Magee, P.O. Box 744, DeQuincy, La. 70633. Ray, who remembers seeing it as a boy in the Hattiesburg shop, wants to hear from former employes who worked with his father in the 1930's on the MC or the J. J. Newman Lumber Co.

This query comes from Mike McDonald of 706 Westknoll, Los Angeles 69, Calif.: "Why do most 6-wheel diesel trucks have staggered wheel spacing?"

A model railroader who is the proud owner of thirty HO brass engines wants to super-detail in O gage a P-S4 Southern Pacific loco which he recently purchased. Alvin J. Martin, 1630 Harper Dr., Rantoul, Ill. 61866, wants to contact anyone with a chart on her.

Wanted by Roy Howell, 726 S. Wayne St., Piqua, Ohio 45356: history of the railroad that ran between Dayton and Delphos, Ohio, believed to have been abandoned about 50 years ago.

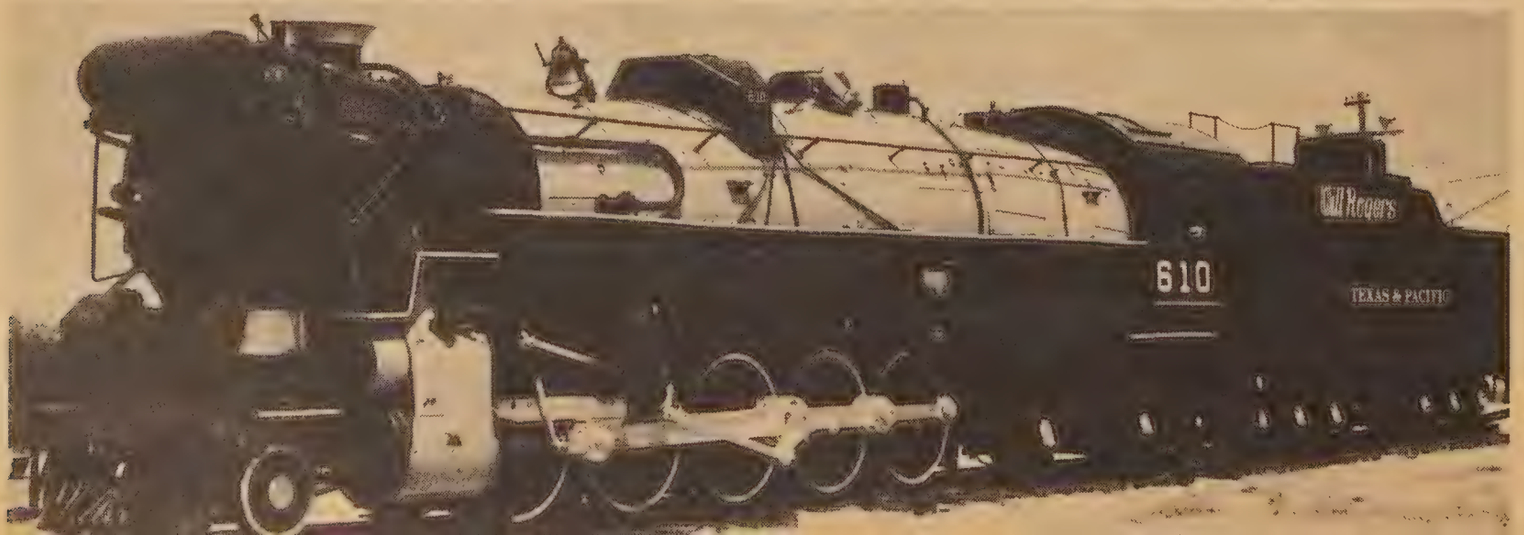
"What ever happened to the 0-6-0's of the Midland Electric Coal Co., at Farmington, Ill.?" asks Harvey Hansen, 4370 Stewart Ave., Los Angeles, Calif.

David Osborne's comments on Albany's Union Station (Feb. issue) prompted H. J. Sullivan, Syracuse, N.Y., to break down the 150 passenger trains which cleared the depot daily by individual railroad. "The Boston & Albany ran about 12 a day," Dave writes, "New York Central, 30 a day; Rutland Road, about 3; Boston & Maine ran 4 daily to Troy with an Albany connection; Delaware & Hudson ran 10 a day; N.Y. Ontario & Western, 11. Also, the New York Central ran the Belt Line every half-hour crossing the river to Menands and Troy. Connections could be made at Union Station for any destination in Canada or the U.S."

Query on passenger equipment comes from Dale Christensen, 7 Pine Ave., Riverside, Ill. 60546. Dale says Pullman-Standard built a deluxe overnight coach seating 44 for the Pennsylvania Railroad: "Ninety-four cars were built (4068 to 4169), but in the 1969 *Official Register of Passenger Train Equipment* just four cars are listed. What happened to the others?"

Ed McLaughlin photograph; information from Paul Giesmer

The earliest 2-10-4 type locomotive in the U.S. was Texas & Pacific No. 610. She used to be housed next to the Will Rogers Coliseum in Forth Worth, Texas. Last summer she came up for grabs, but nobody wanted her except Dave Pearson, a Fort Worth native. He took possession of her and started the 610 Historical Foundation, a group devoted to raising money to get the engine in first-class shape. They estimate it will take more than $25,000; but if the necessary funds can be raised, the large Texas type may be used on fantrips (depending on whether local roads give permission). Any contribution will be appreciated by the Foundation, which is located at 217 South Fielder Road, Arlington, Texas 76010.



IN SEARCH OF STEAM

with Mike Eagleson

E.J. Lavino & Co. has sold this pretty 0-6-0T (see item below).
Michael A. Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856

DOOMED describes the present status of ex-Burlington 2-8-2 No. 4960. Long used as a fantrip engine, she was donated years ago to the Circus World Museum at Baraboo, Wis., after successfully pulling their annual circus train from Baraboo to Milwaukee. Later, she was stored at the Mid-Continent Railway Museum, North Freedom, Wis., pending ICC reconditioning.

As things stand now, no person or group has been found to pay for the repairs needed to make No. 4960 again available for the July Circus Special. Her ultimate fate is uncertain. Fortunately, she won't be cut up.

Joseph Schlitz Brewing Co., which sponsors the multi-hundred-thousand-dollar budget "Old Milwaukee Days" celebration and its special train is unwilling to pay the cost of having the engine reflued and made serviceable. Last year's circus train was pulled by diesels when no adequate steamer could be found. Negotiations are reportedly under way to have the Southern's 2-8-2 No. 4501 power this summer's train.

Okmulgee Northern 2-8-0 No. 5, a Baldwin built for export to Brazil but never shipped, is now owned by Sonkin-Galamba Co. in Kansas City, Kan. She is for sale at $10,000. David Conrad, 549 N. Pine Ave., Chicago, Ill. 60644, also tells me that Union Pacific 2-8-0 No. 428 is now in Illinois Railway Museum, Union, Ill. She was donated by the defunct Heart of America Railroad Museum, of Independence, Mo., where she sat for 10 years rusting away. Dave and two others worked on her to get her to roll to Union. Hopefully, she'll be restored.

The 0-6-0 which Dave recently offered for sale through this column has been sold to the Monticello & Sagamon Valley Ry. They want to build and operate a line near Monticello, Ill.

Illinois Railway Museum has obtained an 0-4-0T from a gravel company at Crystal Lake, Illinois.

Everett Railroad's general manager, Howard C. Hinish of Everett, Pa., denies having bought ex-Buffalo Creek & Gauley's 2-8-0 No. 13, now owned by the Laurel Mountain. "We have never been interested in this engine and never will be," he says. If anyone knows what the plans are for her, please tell me.

Another steamer is for sale: an 0-4-0T in operating condition, property of E. C. Killian, Rte. 2, Hickory, N.C. 28601. Built in 1923 by American, this standard-gage tanker has just passed the North Carolina inspection for 175 psi steam, runs well, and appears to be in excellent condition, reports Ken Grimley, Jr., 2112 Broad St., Durham, N.C.

Dr. John P. Miller, Jr., 46 Main St., Newtown, Conn. 06470, is looking for a good 50-70 ton steamer.

Charles Morrow, Box 132, Sun Valley, Idaho 83353, has a rare standard-gage 115-ton 2-4-4-2 up for sale.

E. J. Lavino Co. of Reusens (Lynchburg), Va., has sold 0-6-0T's Nos. 2 and 5 to the Stephens family at Cumberland Falls, Ky., who reportedly want to display or operate them at the Cumberland Falls steam museum. These locos served the U.S. Army in Africa and at Ft. Eustis, Va. Still another Lavino 0-6-0T, No. 34, a 1922 Baldwin, has been donated to NRHS, Roanoke Chapter. May '67 saw the steel plant's last use of steam.

Ex-Atlanta & West Point 4-6-2 No. 290 still stands cold in the Southern's Innman Yard in Atlanta. Donated to the city by A&WP in 1958, she was displayed in Lakewood Park. In 1965 the park was pressed for space and asked the Atlanta Chapter of NRHS to move its equipment, and in turn be given No. 290. Southern Ry. moved the engine with the club's rolling stock, leaving the A&WP and the Southern entangled with legal disputes over the real ownership of this splendid Pacific. Once the legal problems are resolved, I believe the steam-minded Southern would gladly consider repairing and operating the 290. Thanks to Hugh Walton, Box 752, Pawnee, Ill. 62558, for this report.

Strasburg Rail Road at Strasburg, Pa., is in the news again. They plan to reflue their ex-Reading 0-4-0 Camelback and use her as a relief engine. Also, they are getting two fireless cookers, retired recently from a Bethlehem Steel plant. The Pennsylvania Power & Light Co. Heisler-built 0-8-0 fireless likewise is due to arrive very soon. She is the largest fireless ever built.

Three railfans made off with a builder's plate from one of the preserved Pennsy steamers at Strasburg. Because of this, the road has removed all remaining builders' plates, leaving only bare boilers for everyone to look at. I don't see why anyone would want a "hot" plate. He certainly couldn't show it to anyone for fear of discovery.

Delaware Otsego Railroad in Oneonta, N.Y., has just passed an inspection with the ICC on its ex-Virginia Blue Ridge 0-6-0 No. 8 (now No 2). It has added a home-made road engine pilot in recent years but otherwise left her tastefully intact. During a repair session on the engine, someone stole her bell. The road seeks a suitable replacement. Charles Blazer, engineer of the Do Line, as the road is fondly called, asks that anyone with a bell the road can use please write to 1 Railroad Ave. (a good railroad address), Oneonta, N.Y. 13820.

A combination steam tourist railroad and actual transportation service has been proposed across Lake Erie, to link Catawba Point with South Bass Island (Put-in-Bay) in northwestern Ohio. The $10-million project is being considered by Robert D. Stakich, a Cleveland builder, who needs someone to finance it.

The Colorado Senate, acting on an "emergency" basis, has tentatively approved a $295,000 appropriation to maintain a narrow-gage rail line between Alamosa, Colo., and Farmington, N.M., as a steam tourist road.

The Denver & Rio Grande Western has Federal Government permission to abandon the line. It is said that if no sale is completed by April 1, salvage operations will begin then with steam.

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

OVERTIME

by Gilbert A. Lathrop

LANG BOLTON, an old man with thatched eyebrows and a drooping mustache, consider himself a crusader. His crusade was directed against railroaders.

The trouble started during World War I, when Lang was shipping beef-on-the-hoof, and some half-baked Southwestern Railway official unloaded 27 cars of his prime steers at a little jerkwater place where the stockyards held less than a third of them, and the prize critters stampeded to the four corners of a mountainous county. Lang sued the railway for damages. His suit was settled out of court.

To the cattle-raiser's slightly warped way of thinking, it was a serious mistake for the Government, which was then running the railroads, to have decreed an eight-hour day with time and a half for overtime, besides raising the wages of "common railroad men."

For this state of affairs he blamed the men engaged in actual operation of engines and trains. He resented the principle of giving employes more than you have to. He never paid his own cowhands for overtime—why should the rails fare any better?

As an example of "inefficiency in overpaid railroad men," he often cited that unloading of prime steers at a place where they couldn't be handled. He would have been willing to sign a 36-hour release. This would have allowed time for reaching a town with ample facilities for unloading, feeding, watering, and resting his herd.

But he failed to recognize that this stupidity was due merely to the bungling of one brass collar who was being hard pressed by the Government for empty cars needed to win the war.

Another unfortunate incident, coming shortly afterward, served to harden Lang Bolton's prejudice against railroaders. This time he had ten cars of "canners," old cows and bulls that had outlived their usefulness for anything save bologna, frankfurters, and corned beef. But with a fairly satisfactory run behind them, the train headed into a long sidetrack. Thereupon, to Mr. Bolton's disgust, the conductor and his two brakemen entered the caboose, stretched out on their lockers, and calmly went to sleep.

For four hours and 45 minutes, according to the cattleman's stem-winder, the men lay there, piling up overtime pay at the rate of time and a half. Mr. Bolton was aware that in those days conductors made about $7 for eight hours' work, and brakemen $6.50.

What he didn't know—and wasn't interested in—was the fact that the crew was working under a chief dispatcher's orders. There might have been an excellent reason for wasting all that time; but whether there was or not, Mr. Bolton wouldn't have admitted it. At length a slow-moving freight clanked past, the crew stretching and yawning, and Mr. Bolton's canners moved slowly toward market.

After twenty years' experience as a ranch owner, during which time he paid his top cowhands $30 a month and board—for never less than 12 hours work per diem, often 16—the stooped,

weathered, old buzzard retired with $200,000 and moved to Melrose.

He joined the Melrose Civic Club, became president of a bank, and blossomed out as a public orator. When asked to speak, one of his favorite topics was "The Strangle-hold Which Organized Labor, Especially Railroad Men, Has Upon American Industry."

There wasn't much about Lang Bolton you'd call human except his love for a black and white cow-dog named Bounder. That dog hung around his office in the bank all day long and followed him home at night. She even attended Civic Club meetings. Various members disliked the idea, but as they depended upon Lang Bolton and his bank for loans when emergencies arose, they kept the objections to themselves. For the same reason they listened, silently but respectfully, to his wearisome tirades against railroad men. They put him down as a cantankerous old fool. Maybe he was, in those days.

His other favorite topic was "How I Pulled Myself Up from an Ignorant Cowpuncher to Where I Am Today." He didn't dwell much on how he'd originally started gathering his vast herds of cow-critters. Neither did he mention the fact that two of the three punchers who had worked for him for years were at present occupying bunks in Melrose County Hospital, "the poor farm."

Melrose was half a farming and half a railroad town. The Southwestern Railway had back shops there and worked a couple dozen train and engine crews from that point. The railroaders let the old cowman rave. Sure, he hurt their cause. Some local merchants hiked the price of goods when a "rail" came into their stores. The farmers charged them more for produce. Public sympathy was not at all solid for the railroaders, although no merchant or farmer ever refused to take their money.

THAT'S how things stood one day in early January when Mr. Bolton foreclosed a mortgage he held on the Bar T ranch. Among its assets were 400 steers, every one of them a prime beast. Bolton knew they were prime. He knew that the stock show would be held in Denver, on the other side of the Continental Divide, from January 18th to 24th inclusive. By shipping the best of his new acquisitions by rail and entering them in the stock show, he stood to clean up plenty. As a shrewd business man, he decided to accompany his livestock personally and make sure the railroaders didn't gyp him.

Snow whipped Melrose on the teeth of a sharp wind from the west when the banker-cowman, accompanied by his dog, plodded wearily up to the caboose coupled behind his livestock. Bolton had spent the afternoon helping load his choicest steers. Bounder had proved invaluable; she was the only understanding friend he had.

Illumination cast by oil lamps glowed warmly through the clean windows of Bill Evans's caboose. Proud of his crummy, Bill was. He kept it clean as a pin, a fit habitation for human beings. Fifty-eight cars away, a wheezing simple articulated locomotive pumped air into the train-line and waited for a flock of air inspectors to fix up the brakes.

Mr. Bolton climbed up on the caboose platform, the dog at his heels, and opened the door. Snow pellets whizzed into the warm interior. Bill's round, good-natured face raised from his wheel report.

Hazel eyes took in the lank form of the cattleman and his dog.

"You're going along with the livestock?" he asked, friendly enough.

Mr. Bolton grunted and sat down.

"That your dog?" asked Bill.

Another grunt.

"If you're aiming to bring her along with you tonight," said Bill evenly, "you'll have to find another place for her to ride. Now, don't misunderstand me," he added hastily, as the newcomer jumped to his feet. "I like dogs myself. I got a little mutt at home. But I wouldn't take him or any other dog on this caboose."

"Oh, you wouldn't heh?" the cowman bellowed. "Well, you're going to take Bounder. She's as good as any damn railroader who steals overtime from the company he works for."

Bill didn't flame to anger. He simply took out his watch, and looked at the hands. "We pull out of here in about five minutes," he said. "You have that much time to get rid of your dog and come back on."

"I'll have you to know—" he began, but his voice died in a gurgle.

Eye to eye, the pair remained there while you could have counted twenty. At length fossil-face slowly headed toward the door. The dog got up reluctantly. Bolton raised his arm when they were outside. "Home, Bounder!" he snapped. "That's a good girl."

The dog wagged an understanding tail and was gone through the falling dusk, a black and white streak.

IN GRIM silence Mr. Bolton sat in the caboose once more. He gazed fixedly at the neck of Bill, who had bent over his wheel report again, and asked, "Do you know who I am?"

Bill turned around. "Yes, sir. You are the rawhider who goes around howling how us rails are overpaid."

The skipper turned back to his reports. The old fool asked for it, he told himself.

Mr. Bolton spluttered. While he was trying to regain control of his vocal cords, slack rattled out of the long string and the caboose jerked to a start. Hank Smiley, Bill's parlor man, came into the crummy shaking snow from his coat and hat. He set his lighted lantern down, glanced at the cowman, then climbed into the cupola.

Lang Bolton was no dumbhead. He realized that any man who sets out on a crusade must know the inner workings of his target. He had delved into the Southwestern's rulebook. He'd even browsed through copies of train- and engine-men's working agreements with the company. And so, as he smoldered in silence, he determined that on this trip he'd write down every violation of rules, however minor, and when he arrived in Denver, where the company's general offices were located, he'd present these violations to the officials.

While he was thus ruminating, Hank called to Bill from the doghouse: "If you think th' snow ain't really comin' down now, just take a squint."

The cowman temporarily forgot his grievance against railroaders. He got up and walked to the back platform. Flakes the size of silver dollars were falling, as if some mischievous angel had decided to shake the feathers out of a flock of pillows, but the wind had softened to a bare whisper.

Mr. Bolton blinked because the flakes tickled his long eyelashes. With snow falling like this, here at Melrose, a real mountain blizzard would probably be raging on the pass. It'd give them damn railroaders a chance to steal some more overtime. He determined to sign no 36-hour release on his critters this trip.

"I hope they give us a couple of helpers at Hot Sulphur," the conductor told Hank Smiley.

"We got only a two-engine train for th' big hill, ain't we?" Hank asked.

"Hardly that, in summer tonnage. I'll drop off a butterfly when we go through Grand Valley and have the operator ask the chief about it," Bill said.

Mr. Bolton knew that a "butterfly" was a note tossed off a moving train.

The wheels under the caboose were drumming right along. Those big 3600's with their mechanical stokers, their power, and their weight could make a whipcracker out of 58 loads on this water grade. The snow was wet and couldn't bother her traction.

Several miles above Grand Valley the train slowed, almost halted, then moved forward again. Mr. Bolton walked to the rear of the caboose. Hank brushed past him, collar turned up, hands covered with heavy mittens. The rawhider watched him give a *slow* signal with his lantern and then drop off into almost twenty inches of new snow to throw a switch which showed red in front and rear.

Going into a sidetrack, the cowman thought resentfully. *Planning already to pile up some overtime.*

"If you'd like to look at your stock, Mr. Bolton, you have plenty of time. We'll be stuck here about twenty minutes to meet Number Three." There was no trace of his previous anger in Bill Evans's voice.

MR. BOLTON grunted, buttoned his overcoat, and made sure he had his flashlight. The train halted. He dropped into the snow, a little appreciative that the crew had put his steers on the hind end of the train instead of the head. He saw Hank walking slowly alongside the train, peering underneath each car in passing.

Every critter was on its feet. Mr. Bolton was within a couple of cars of the caboose when Number Three came weaving down the main, her silver headlight beam probing the snow. The high-wheeled, Mountain type, passenger engine tooted a couple of soft ones as greeting to the freight crew and was answered by bobbing lanterns. It vanished into the storm and darkness.

Mr. Bolton pulled himself to the caboose as his train clanked forward. He stepped to the right side of the platform and squinted ahead.

Brakeman Smiley was halfway up the string of cars. Bill Evans was somewhere, probably in the engine cab. The cowman watched the third car ahead curve toward the main line. Suddenly brake-shoes clapped explosively against wheels and the train halted with a shudder. Mr. Bolton caught a flash of fire where the train curved to the right, maybe 15 cars away. With the flash had come a violent stop signal from Hank Smiley. Something was wrong, decided the lanky cattleman, uncertain whether to drop off and investigate.

The flagman came lumbering rapidly back through the snow. He climbed aboard and set the caboose brake tightly. Then he went through the caboose, climbed on top of the rear stock car, and set the hand brake on it.

Convinced that something had gone wrong, the old rawhider hit the snow and wallowed forward. Two lanterns were already there. Just as he arrived a third one came into sight.

Mr. Bolton growled. This was all that the crew would need to call it a day and go to bed while waiting for a wrecker to arrive. One of his cars of prize steers was almost turned over. It had broken loose from the train and skidded down the fill. Fearing that the tromping critters inside would finish turning it over, the shipper stood there blinking.

"I got 'em tied down on the hind end," he heard Hank tell Bill Evans. The shack didn't seem to be worried.

"Good!" That was the captain. He wasn't worried, either. "Number Three will protect our rear end for the next thirty minutes, anyhow, You, Hank, and Ted," the last named being his head brakeman, "go back to the buggy! Get that long heavy chain!"

Bill knelt at the rear end of the stock car and held his lantern so its illumination showed underneath. Even Mr. Bolton could tell what had caused the mess. The head brake-beam on the hind truck had dropped down on one end and derailed both pairs of wheels. The beam was tightly wedged under the wheels. The car tilted at a dangerous angle, ready to tip over any minute.

Bill straightened and walked swiftly toward the panting engine. The two brakemen were there with a long chain by the time their skipper returned.

"I told Casey to slack 'em back six inches when I give him a signal," Bill told them. "We'll chain the car so it can't turn over. Should straighten up again. Slacking back will loosen that brake-beam so we can get it out."

"That beam wasn't down when I looked 'em over," said Hank.

"Nope, I checked to see. It dropped about ten feet back," Bill agreed.

Mr. Bolton watched them chain the high side of the stock car to the outside rail, noting that they left slack enough to take up the move when the engineer backed up.

BILL stepped out where he could observe the head end. Mr. Bolton saw the lighted interior of the cab. Bill moved his lantern and was answered by a soft toot from whistle. Cars shuffled back.

Damn it, if he didn't hate the whole kit and kaboodle of railroaders as he did, Mr. Bolton would be forced to admire the way they went about their task. The crew worked as a unit. The train bumped the derailed car. It moved back. Brake-beam came free and the car thumped back to a vertical position. *Wham*! Airbrakes smashed wheels to the conductor's signal.

"We'll get frogs, spike maul, and spikes out of the caboose," said Bill, leading the way.

Those frogs were heavy. Old walrus-mustache knew that, from the way they thudded through the snow to solid earth below when dropped from shoulders. Hank had carried one of them, Bill the other. The head brakeman lugged an arm full of tools.

It didn't take them any time to remove the offending brake-beam. Then they set the frogs and spiked them solidly. Bill supervised the whole thing. The frogs angled up to the rails to suit him. He nodded and stepped out where he could signal the engineer.

Less than three minutes later the stock car was sitting solidly on the rails again. The head shack pulled the spikes from the frogs and dragged the frogs back from the rails. Hank crawled underneath and cut the air out. This done, the skipper eased them back to a gentle coupling.

Mr. Bolton, intent on watching them, forgot he was 15 cars away from the caboose. He started running.

"Wait!" yelled Bill. "We'll stop to pick up the tools. You get on then."

Inside the crummy, Bill glanced at his watch. "Tell Casey to show about 30 minutes' delay on the derailment." he instructed the head brakeman.

"Okay." The brakeman nodded.

"Damned if I'd want to get on top of this train and try to walk the decks with the snow in my eyes," Mr. Bolton muttered to himself.

Snow grew deeper. The panting 3600 sounded like she was being worked wide open. It would be hell to get stuck for eight or ten hours. Livestock loses weight in transit. Even with a good run, a critter drops from five to eight or twelve pounds en route. And the 400 whitefaces were prime stuff, the cowman thought ruefully.

They had slowed down now. Bill was on the back platform. The locomotive had whistled a long, then a couple of short ones a few minutes ago. Mr. Bolton saw orange blobs of light slide past the caboose.

Bill came back inside, holding a message. He read it. Stepping below the

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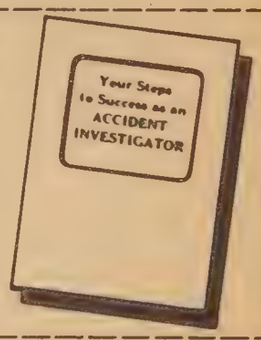

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cupola, he called up to Hank Smiley: "Chief says we get two helpers up the mountain."

"If we make Hot Sulphur our troubles are over. But the old gal is having trouble keeping her feet under her," Hank replied.

The caboose had slowed still more, was moving forward in a series of painful jerks. Mr. Bolton hoped such rough handling wouldn't knock some of his cattle down in the cars.

THEN they stopped. But the 3600 didn't whistle back a flagman, although Hank was on the floor, reaching for fusees and torpedos and red lantern. There sounded three short blasts. Hank leaped to the back platform and his lantern described a series of circles.

Muffled by storm came a sandpaper sound from the head end. This was shut off and came again, several times. Then, one long, disgusted whistle blast, followed by three short ones.

Hank rushed inside the caboose, grabbed up flagging equipment. "He's iced in, tight," he shouted at conductor Evans, who had pulled on his heavy coat and cap.

"If we were close enough to Hot Sulphur for our helpers to hear," Bill replied, "we'd whistle 'em back. But sound don't carry far through this storm. I'll go over and help him steam out."

The shack was gone out the back door. Mr. Bolton got to his feet. "Mind if I trail along?" he asked hesitantly.

"Help yourself," Bill flung over his shoulder. "Shouldn't take us long."

They walked the decks. The train was all high cars and the going was not bad. Snow still fell thickly. Save for the hiss of escaping steam and the thump of air-pumps, the engine was silent.

Mr. Bolton saw a flaring oil torch above the boiler top and wondered what it meant. The torch was gone when Bill and he finally crawled over the tender and entered the cab.

No engineer, fireman, nor brakeman was in evidence. The conductor didn't pause there, but let himself down into the snow, which was almost level with the deck. There they were, all three. The hoghead was holding a black hose with a pipe nozzle on the end. The fireman had the torch, and the brakman was just going up the side of the boiler like an overgrown ape.

The engineer wallowed a hole in the snow alongside the back set of drivers. Then, holding the hose in both hands, he dropped on his belly.

"Okay, let 'er go!" he shouted.

Steam roared through the hose. A white thick fog hid everything. The cowman could hear the torrid blast eating away at snow and ice, freeing the drivers. He was thinking, $12-a-day man, wondering if he himself would do what the hoghead was doing for double or treble that sum.

After a long time a shout came through the white curtain. "Shut 'er off!"

The silence, after the roar of steam was abrupt and disquieting. The fog lifted. Mr. Bolton saw the engineer, face glistening with water, jumper and overalls sodden, lift himself to his feet and, dragging the hose, wallow forward and then tamp another hole for his body.

"Okay, let 'er go!" he shouted again.

THE COWMAN was in the cab as the well-soaked Casey Jones finally climbed up the steps. His steam hose was put away. The head brakeman had gone back to stand on top of the second car behind the 3600. Casey eased his wet bulk on his seat and rested his hands on various levers.

Realization hit Mr. Bolton all at once. This crew of railroaders tonight hadn't a boss—except, of course, conductor Evans. Here they were, half a hundred miles from nowhere, and nobody to tell them what to do. They seemed to be doing everything exactly right, but it was funny.

One time Bolton's round-up hands got caught in an early fall blizzard, he remembered. Good $30-a-month men they were, too! The foreman had gone to town for essential supplies. Before the blizzard was over, a whole bunch of Bolton's cattle piled up against a fence and froze to death. Two of his punchers had suffered a like fate. A boss on the job that night would have avoided the whole mess.

Casey released brakes and moved his air reverse to back motion. With his body leaning far out the window, he blew three short blasts on his whistle. Very gently he tugged out his throttle.

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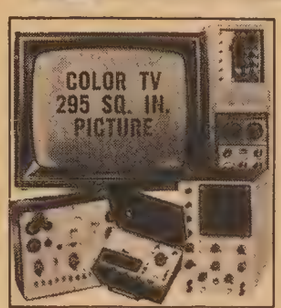

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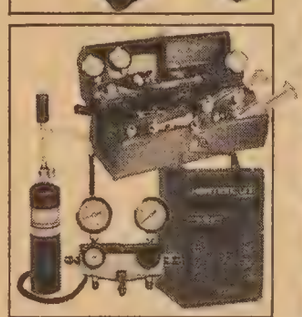

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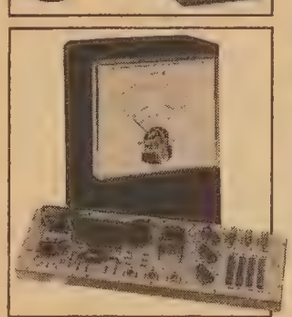

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Ponderous drivers gripped solid steel rails instead of ice. With a savage wrench, the 3600 broke free of her clinging snow and rumbled down the track. Several hundred feet from the snow-filled cut, the engineer halted. The head brakeman cut off the engine.

Facing Bill Evans, the pig-mauler said, grinning: "I'll ease through that cut and whittle out what's left. Then I think we can get to Hot Sulphur without more trouble."

The 3600, freed of the heavy drag of her train, lunged ahead. Casey shut off when she finally nosed out the far side of the cut. The headlight showed an unbroken field of snow over the rails, but this was not so deep.

Back on his train again, Casey fished out his watch. "We'll have to show about 35 minutes delay, account of heavy snow."

Bill nodded and made an entry in his train book. The engineer called in his flagman. Mr. Bolton moved uneasily, knowing he had no business in the cab. He was fearful of trying to walk the decks of a moving train.

Casey noted his worry. "You can ride the cab to Hot Sulphur," he said. "We put on the nosebag there."

A highball showed on the hind end and Casey whistled off.

INSIDE the beanery at Hot Sulphur, the railroaders lined up like a bunch of crows and they kept the place in an uproar with wisecracks. The banker-cowman sat at the far end, hunched over his place, wondering how they could be so carefree, with the steep hill still lying in wait for them.

Four more men had joined the crew. All were railroaders; he knew that by their garb and lingo. Mr. Bolton soon learned they would man the two helper engines.

"I just had an idea," conductor Evans said. "We'll cut both helpers into the train together, right ahead of the stock. Casey ain't much good, except to belly down in snow and steam out under a pig. According to the report sent from the pass, Old Man Boreas is really going to town up there. From Snowdon, I reckon we'll have plenty of fun. When Casey gets plugged, we'll cut behind the helpers and boost the head end of our train into the top. That'll give us a rail so we can come back and double with the livestock."

THE RAILROADERS claimed that the wind blew all day in the daytime at Hot Sulphur, and there was no night. When they came from the beanery, wind was howling through the telegraph wires and plucking streamers of white from car roofs.

Mr. Bolton headed straight for the caboose, two green pinpoints far down the line. Inside, warm and cozy, the stove glowed cherry-red. Hank entered later and eyed the cattleman.

"You better curl up and get some shut-eye," he said. "The goin' will be tough from here. But we'll beat through. I'll lend you a blanket."

He opened his locker and handed Lang Bolton a clean patchwork quilt. The cowman mumbled, "Thanks," and rolled up his overcoat to form a pillow. The quilt was welcome, the way the wind found cracks in the old car.

But Mr. Bolton didn't sleep. His mind was in too much of a turmoil. These railroaders he'd been fighting for the past decade were just a little on the right side. Human beings, too.

The train moved off into the storm. Bill Evans warmed his hands over the stove. Wheels drummed hollowly, but Mr. Bolton could tell by the click of joints that they were bowling right along.

Later, he wished he could be up front to see what was going on. Those helpers, cut ahead of his livestock, blasted so explosively that each exhaust seemed to swell out the sides of the caboose. He heard the 3600 slipping, heard her shut off. Several times they slowed to a bare walk.

When they finally halted and Hank Smiley went out with a brake club, the cattleman knew they had smashed through to Snowdon and were taking the head end of the train to the pass.

ALMOST twelve hours later, Bolton's prize steers were unloaded at the stockyards in Denver. Later the old rawhider copped a few blue ribbons, and finally sold the whole bunch at a highly satisfactory figure. He didn't go near the Southwestern Railway general offices.

A couple of weeks later Mr. Bolton got a notice of the annual banquet of the Melrose Civic Club to be held the following Saturday night, and he was asked to make a speech.

The old banker-cowman accepted promptly. Then he wrote a personal invitation to each of the five members of the crew who had taken his prize stock that night. Each invitation ended on the same note.

"Since your tickets are already purchased, I'll appreciate an answer as to whether you can attend. And I can guarantee you an unusual evening."

Those invitations had exactly the effect he had hoped for. Each man receiving them got a jolt. Along with the jolt, his curiosity was whetted. Lang Bolton had long been an enemy of organized labor, railroaders in particular. Maybe it would be worth while for them to find out first-hand just what the old slave-driver would pull.

As they headed toward Community Hall that night, Bill Evans told Casey: "If that guy makes a dirty crack about railroaders, I'm going to call him."

Mr. Bolton had tickets for them at the door, and ushered them in friendly enough. Practically everybody who was anybody in town was there. After the crowd had finished eating, Lang Bolton was introduced as the speaker.

"As you folks know, I retired from the cattle business about 15 years ago," he began. "I've been sort of letting the world wag past without paying much attention to it. During my years of idleness, I've been crusading against organized labor, railroaders in particular. I've preached about the big wages drawn by railroad men."

This was going to be good. Inquisitive eyes turned toward Bill, Casey, and Hank. Heads wagged.

"No man amounts to much who will refuse to acknowledge his mistake," Mr. Bolton went on. "I shipped some prize steers to market a short while back. On that trip I took particular note of the railroad crew. Since I've been home, guess what I've done?"

He paused. Then he said:

"I've put every loose penny I own into Southwestern Railway stock!" the banker-cowman thundered. "And I'll tell you why," he went on. "I saw some teamwork and some efficiency on that trip that I didn't believe existed. I saw why these railroads are willing to pay good wages. They pay for value received. So all these years I find that I've been barking up the wrong tree. I was mistaken, and now I want to right myself!"

There was more of Mr. Bolton's speech, but the railroaders had heard enough. They were still a trifle dazed when they started home that night.

"I never would have thought to see such a change in the old boy," Hank chuckled to his companions.

"Me neither," said the conductor, Bill Evans. "Say, hereafter when Bolton rides our caboose he can bring along his dog any day he wants to. He can even bring along his biggest prize steer—if we have to work overtime gettin' the critter aboard." ●

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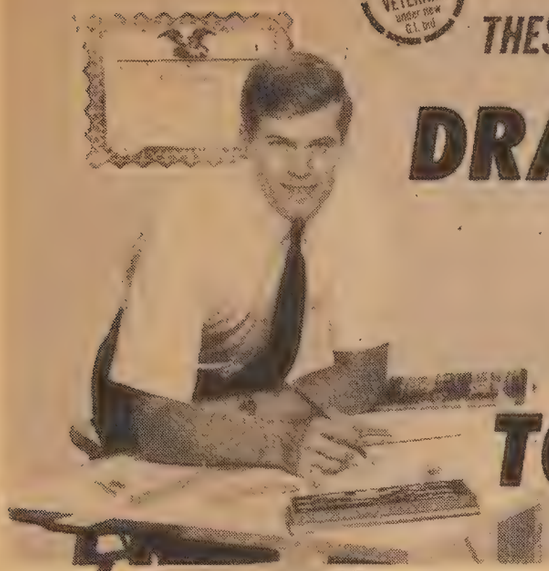

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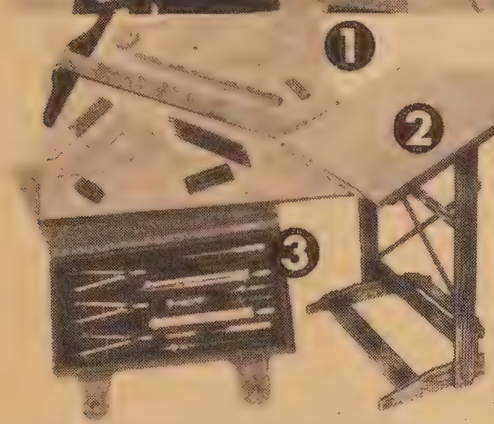

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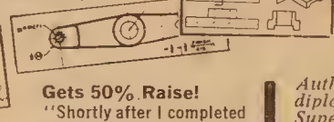

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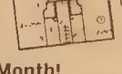

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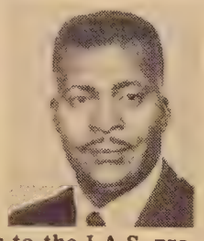

Before his retirement as Master Sergeant, U.S.A.F., ELIJAH WILLIAMS from Bradley, Ark., began his I.A.S. training under the new GI Bill. "While still in service I started seeking an interesting second career. Thanks to the I.A.S. program and the excellent training I received, I am now employed by one of the largest auto insurance adjusting companies in California."

Former self-employed truck driver and farmer, WALTER J. HOEFS, age 60, is now employed as a claims adjuster for a large company in Sioux Falls, S.D. after completing his I.A.S. course. "I love my work and owe all my success to I.A.S. The excellent Home-Study program and training I received gave me a real chance to get ahead in life."

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Shortlines of South Carolina

Locomotive Roster Compiled by Sy Reich

Carolina Western Railroad

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractiv Effort	Weight	Date	Note
?	?	Plymouth	JLL Type 3	B	9,000	36,000	1936	1
7443	390	Davenport	45-ton	B-B	22,500	90,000	1942	2
Carolina & Northwestern Railway								
1-4	1500	Alco-GE	RS-2	B-B	56,600	226,300	1948	3
5-8	1600	Alco-GE	RS-3	B-B	59,230	236,900	1950	3
9	1600	Alco-GE	RS-3	B-B	61,690	246,760	1950	3
10	1600	Alco-GE	RS-3	B-B	61,025	244,100	1953	
11	1800	Alco Pr.	RS-11	B-B	22,700	242,800	1956	
2253, 2257-2258	1000	GM-EMD	NW2	B-B	61,000	243,990	1947	4
2266, 2272	1000	GM-EMD	NW2	B-B	60,790	243,170	1948	4
4394	1500	GM-EMD	F7B	B-B	60,490	241,950	1949	4
4395	1500	GM-EMD	F7B	B-B	60,830	243,340	1949	4
Charleston Union Station (owns no locomotives)								
Clinchfield Railroad								
200	1500	GM-EMD	FP7A	B-B	60,510	242,730	1952	
350-355	1200	GM-EMD	SW7	B-B	61,067	244,268	1950	
800-805	1500	GM-EMD	F3A	B-B	60,130	240,530	1948-9	5
806-814	1500	GM-EMD	F7A	B-B	60,130	240,530	1951	5
815-820	1500	GM-EMD	F7A	B-B	60.130	240,530	1952	
821	1500	GM-EMD	F7A	B-B	59,500	238,000	1949	6
822	1500	GM-EMD	F7A	B-B	59,500	238,000	1950	6
823	1500	GM-EMD	F7A	B-B	57,500	230,000	1951	7
850-852	1500	GM-EMD	F3B	B-B	60,280	250,740	1948-9	8
853	1500	GM-EMD	F7B	B-B	60,180	240,730	1949	
854-860	1500	GM-EMD	F7B	B-B	60,180	240,730	1951	
861-863	1500	GM-EMD	F7B	B-B	60,180	240,730	1952	
864-868	1750	GM-EMD	F9B	B-B	60,180	240,730	1955	
869	1500	GM-EMD	F7B	B-B	61,250	245,000	1950	9
900-911	1500	GM-EMD	GP7	B-B	60,345	241,379	1950	
912-916	1500	GM-EMD	GP7	B-B	60,345	241,379	1952	10
917-918	1750	GM-EMD	GP9	B-B	60,345	241,379	1956	
919	1500	GM-EMD	GP7	B-B	62,075	248,300	1950	11
2000-2009	2000	GM-EMD	GP38	B-B	?	?	1967	
3000-3007	3000	GM-EMD	SD40	C-C	?	?	1966	
3008	3000	GM-EMD	SD40	C-C	?	?	1968	10
Columbia, Newberry & Laurens Railroad								
100-102	1500	GM-EMD	GP7	B-B	59,000	240,000	1950	12
103-104	1500	GM-EMD	GP7	B-B	59,000	240,000	1951	12
Columbia Union Station Company (owns no locomotives)								
Edgmoor & Manetta Railway								
5	.....	Porter	.....	0-4-0T	?	?	1917	13
Georgia & Florida Railway								
70-72	600	GM-EMD	SW1	B-B	49,500	198,000	1950	
73	600	GM-EMC	SW	B-B	60,000	200,000	1937	14
81	800	FM-St. L.	?	A1A-2	?	181,000	1938	15
91	900	GM-EMC	NW1	B-B	75,000	250,000	1937	16
701-706	1500	GM-EMD	GP7	B-B	58,554	240,000	1950	
801	1350	GM-EMD	FTA	B-B	61,380	250,000	1941	17
Greenville & Northern Railway								
70	660	GE	70-ton	B-B	41,280	140,000	1948	
75	660	GE	70-ton	B-B	41,280	140,000	1951	19
78	380	GE	44-ton	B-B	26,400	88,000	1951	20
Hampton & Branchville Railroad								
42-43	400	GE	44-ton	B-B	22,000	88,000	1951	21, 22
70	600	GE	70-ton	B-B	35,000	140,000	1951	22
80-81	?	GE	U8B	B-B	40,000	160,000	1961	22
120	1000	GM-EMD	SW1000	B-B	?	?	1967	
Lancaster & Chester Railway								
50	650	Whitcomb	65-ton	B-B	32,500	130,000	1944	23
51	650	Whitcomb	65-ton	B-B	32,500	130,000	1944	24
52	650	Whitcomb	65-ton	B-B	32,500	130,000	1944	25
53	650	Whitcomb	65-ton	B-B	32,500	130,000	1944	26
61	600	GE	70-ton	B-B	35,000	140,000	1951	27
62	600	GE	70-ton	B-B	41,300	139,000	1950	28
90-91	900	GM-EMD	SW900	B-B	61,465	249,010	1965	
North Charleston Terminal (owns no locomotives)								
Pickens Railroad								
2	660	Baldwin	VO 660	B-B	59,700	198,500	1945	29
3	600	GM-EMC	SW	B-B	50,575	200,000	1938	30
4	600	GM-EMC	SW	B-B	50,575	200,000	1937	31
Piedmont & Northern Railway								
1000-1005	1000	Alco-GE	S4	B-B	69,000	230,000	1953	
1600-1601	1600	Alco-GE	RS-3	B-B	61,300	245,200	1950	32
1602-1605	1600	Alco-GE	RS-3	B-B	61,300	245,200	1950	32
1606-1609	1600	Alco-GE	RS-3	B-B	61,300	245,200	1951	32
2000-2001	2000	Alco Pr.	DL-721A	B-B	?	?	1965	
Rockton & Rion Railway								
1	600	GM-EMD	SW1	B-B	49,500	199,500	1940	33
Ware Shoals Railroad								
1955	400	GE	44-ton	B-B	22,000	88,000	1943	34

Rosters are based on data from SCL's asst. vice pres., CN&L's vice pres. and gen. mgr., SOU's supt., L&C's master mechanic, G&N's vice pres.,-operations, L&S' gen mgr., and Alexander's sec.-treas., and is accurate as of the fourth quarter, 1969. For the purpose of our rosters, a shortline railroad is defined as a common carrier listed in either the Official Guide or the Pocket List of Railroad officials, or both, which is less than 400 route miles.

Locomotive builders: Alco-GE, American Locomotive Co.-General Electric Co.; Alco Pr., Alco Products; GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; FM-St. L., Fairbanks Morse-St. Louis Car Co.; GE, General Electric Co.

(1) CW ? was originally U.S. Treasury Dept. (Phila. Municipal Airport) ?, then Russellville Lumber Co. ?, then CW ?.

(2) CW 7443 was originally Quartermaster's Corps, U.S. Army ?, then USA 7443, then CW 7443 (5/47).

(3) C&N 1-9 no longer on roster.

(4) C&N 2253, 2257-2258, 2266, 2272, 4394-4395 were originally Southern 2253, 2257-2258, 2266, 2272, 4394-4395; then C&N 2253,2257-2258, 2266, 2272, 4394-4395.

(5) Clinchfield 805-806 were rebuilt to F9A with 1750 hp.

(6) Clinchfield 821-822 were originally Nashville, Chattanooga & St. Louis 814, 822, then Louisville

An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

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"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
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—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C. T., San Angelo, Tex.

"Now my hair looks quite thick."
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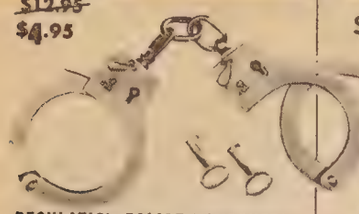

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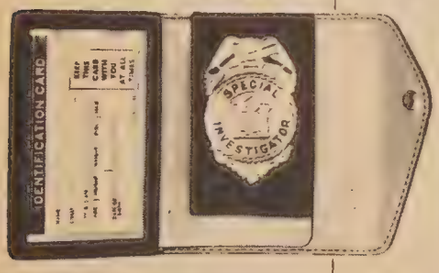

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& Nashville 1814, 1822, then Clinchfield 821-822.

(7) Clinchfield 823 was originally L&N 914, then Clinchfield 823

(8) Clinchfield 850-852 were rebuilt to F7B (1952).

(9) Clinchfield 869 was originally NC&SL 918, then L&N 1918, then Clinchfield 869.

(10) Clinchfield 916 was traded to GM-EMD for Clinchfield 3008.

(11) Clinchfield 919 was originally NC&SL 753, then L&N 1753, then Clinchfield 919.

(12) CN&L 100-104 were leased to Atlantic Coast Line, renumbered 1100-1104, then inherited by Seaboard Coast Line, and renumbered 1100-1104.

(13) E&M 5 was originally Inland Waterways Corp. ?, then Birmingham Rail & Locomotive ?, then E&M 5.

(14) G&F 73 was originally Elgin, Joliet & Eastern 207 then G&F 73 (4/25/55). Scrapped 3/64.

(15) G&F 81 was originally SOU 41, then G&F 81; scrapped 3/64. It was a train consisting of a power unit and 2 coaches.

(16) G&F 91 was originally EJ&E 400, then G&F 91 (4/25/55). Scrapped 3/64.

(17) G&F 801 was originally Cincinnati, New Orleans & Texas Pacific 6105, then G&F 801 (1960). Traded to GM-EMD (10/64) for new SOU power.

(18) G&F 705-706 were traded to GM-EMD (1/66) for new SOU power.

(19) G&N 75 was originally G&N 75, then Montpelier & Barre 24, then G&N 75 (11/60).

(20) G&N 78 was originally Suncook Valley 3, then Sanford & Eastern 18, then G&N 78, then Claremont & Concord 17 (5/61).

(21) H&B 42 was sold to the Alexander, renumbered 3 (8/61).

(22) H&B 43, 70 and 81 were rebuilt 4/54, 12/55 and 4/62.

(23) L&C 50 was originally USA 8146, then L&C 50 (9/46), then Mississippi Valley Equipment Co. 50, then Northwest Cement ?.

(24) L&V 51 was originally USA 8404, then L&C 51 (9/46), then MVE Co. 51.

(25) L&C 52 was originally USA 8456, then L&C 52 (9/46), then MVE Co. 52.

(26) L&C 53 was originally USA 8493, then L&C 53 (9/46), then MVE Co. 53.

(27) L&C 61 was sold to Pan American Engineering Co.

(28) L&C 62 was sold to the Laurinburg & Southern, renumbered 104.

(29) Pickens 2 was originally Singer Manufacturing 2, then Pickens 2.

(30) Pickens 3 was originally Union Terminal Ry. 5, then St. Joseph Belt 5, then Missouri Pacific 6005, then Precision Engineering 6005 (8/9/65), then Pickens 3.

HOBBY CLUB

conducted by Sy Reich

ROBERT T. HESS, one of our *Interesting Railfans* (Oct. '64) and owner of a big collection of railroadiana, is now curator and general manager of the recently relocated Black Diamond Railroad Museum. Bob's collection, first housed in Flemington, N.J., was dismantled and moved to the present address at Ringoes, N.J., a job which took six months. Incidentally, Ringoes is the home of the Black River & Western R.R., a steam passenger line which the museum is affiliated with. Bob says many signals belonging to the museum will be erected along the BR&W right-of-way.

The museum road is negotiating to buy the Penn Central Flemington branch, maybe this year. Dues for Black Diamond Railroad Museum are $10 a year ($3 for non-voting associate members). The museum (P.O. Box 128, Ringoes, N.J. 08551) has been recognized by the state as a non-profit educational corporation.

Fantrips originating from Washington, D.C., are planned by Dixon Lines, Box 1691, Rockville, Md. 20850, to points mostly in the South and East. Contact Claude M. Dixon, trip chairman.

The last excursion using Union Pacific's No. 8444, from Denver to Laramie and back, took place Jan. 24th, sponsored by NRHS's Intermountain Chapter. It was an unqualified success. Last year, No. 8444 was used also on her "last" excursion. In fact, every year old 8444 makes a "last run" and then, phoenix-like, reappears to make another trip. We hope that steam fans will enjoy these "last" runs for many years to come.

Iron Horse News, is an informative journal of Colorado Railroad Museum. You can subscribe by sending six 6¢ stamped, self-addressed envelopes to *Iron Horse News*, Box 641, Golden, Colo. 80401. The newsletter contains items on Western roads and reports on ICC activities. Currently, the museum sells many books, including a history of Confederate railroads.

Illinois Central fans may be interested in an 8½x14" print from a drawing of No. 10, the engine which led

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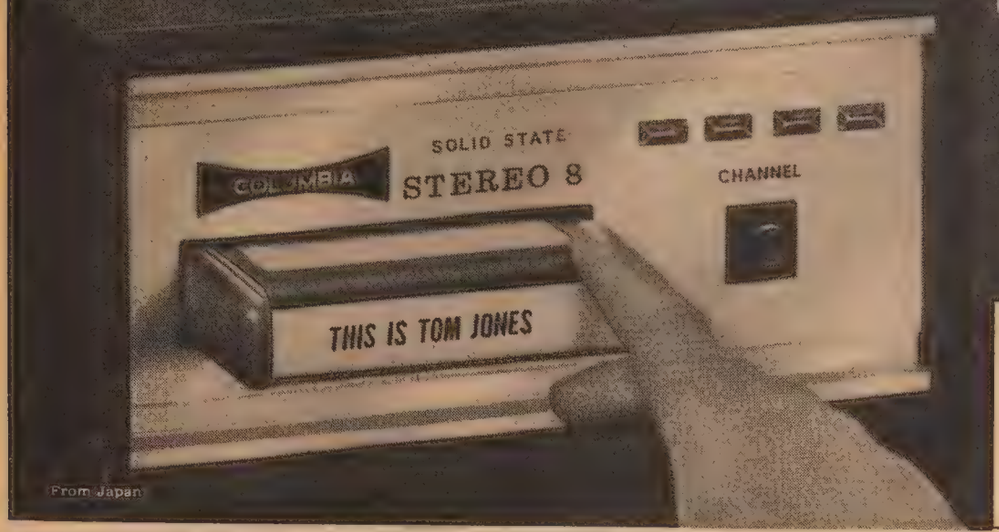

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Free Cartridges! You'll get an additional cartridge of your choice FREE for every two cartridges you buy, once you've completed your enrollment agreement. That's like getting a 33⅓% discount on all the 8-track cartridges you want, for as long as you want! Fill in and mail the coupon today!

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☐ American Express ☐ Midwest Bank Card

Account Number..... Expiration Date.....

Signature.....

852-2/4R

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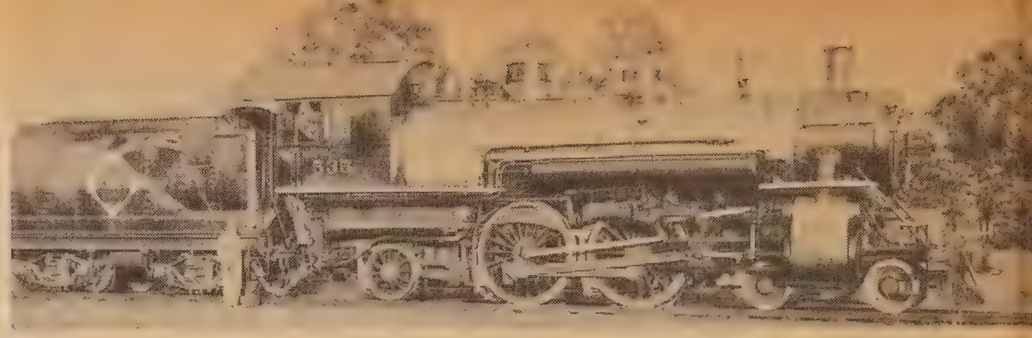
the first IC train through Kankakee, Ill. Write Lee F. Crumbaugh, the artist, 1401 East Hyde Park Blvd., Apt. 202, Chicago, Ill. 60615, enclosing $2.

A 90-year-old Canadian station now serves as a combination railroad museum and restaurant. Called *The Depot Restaurant*, it is located in Craigleith, Ont., and is the brainchild of owner Ken Knapman. When Ken heard that the depot was going to be torn down, he decided to buy it. That was three years ago. Since then he has renovated it, filling it with railroad items collected over the years. The depot's most striking architectural feature is its conical-shaped tower. Inside, all the cooking is performed by Mrs. Knapman. This restaurant is in the same category as the one at Ithaca, N.Y., pictured in our April issue.

Starting Memorial Day, a whole raft of tourist lines will open for summer operations. One is the Cass Scenic Railroad, owned by the W. Va. State Dept. of Natural Resources. Four of the road's five engines are Shays, built between 1905 and 1922; the fifth is a 1929 Heisler. On former trackage of the Mower Lumber Co., the mainline traverses 22 miles climbing 2,390 feet to the state's second highest point, Bald Knob (elevation, 4,842). The trip takes 4½ hours, part of it over a 13 percent grade. Contact Cass Scenic RR, Cass W. Va., 24927.

Supporters of Penn Central's *James Whitcomb Riley*, the last connecting passenger link between Chicago and Cincinnati, have formed a group called the Riley Boosters Club. Their first excursion last Dec. 13th took 175 fans to Lafayette, Ind. More trips on the train, including an overnight journey to Detroit, are planned for 1970.



Erie Atlantic, an E4, was one of two of its class. She weighed 201,000 lbs.
Collection of Stephen D. Maguire, Box 51, Belmar, N.J. 07719

C&O fans may not have heard of the publication devoted entirely to their favorite road. It is the *Chesapeake & Ohio Historical Newsletter*, published and edited by Thomas W. Dixon. Appearing monthly, it carries rosters of passenger and freight equipment, passenger news items, puzzles, and items for sale. Front and back covers are printed on slick paper, covered with pictures of C&O locomotives and depots. Subscription, $3 a year. Write *C&O Newsletter*, Box 417, Alderson, W. Va. 24910.

Japanese railroading is the subject of a new book, *The Lure of Japan's Railways*, by Naotaka Hirota, featuring 106 pages of photos and 25 pages of prose with a good explanation of the nation's railway system. Maj. Dennis Cavagnaro, USMC, Beaufort, S.C. 29902, says the book, written in English is available for $12 from Japan Times, Ltd., 5-4, Shibaura 4-chrome, Minato-ku, Tokyo, Japan.

Locomotive drawings are the specialty of book-author Alvin c. Staufer. New drawings of his are available. These include: PRR M-1A and K-4; NYC No. 999; C&O Mikado; and UP Challenger. They measure 34x14", cost $1.50 each. Order from the artist, Rte. 4, Stony Hill Road, Medina, Ohio.

Railfans will soon be able to get a newsletter with Delaware & Hudson features and news items. Entitled *The Bridge Line*, it will also contain photos, charts, maps, and other illustrated material. Trial subscription, $5, including a 5-share stock certificate of "Bridge Line" stock. Write Tony Reznak, Jr., 120 Edison St., Wilkes-Barre, Pa. 18702.

Not mentioned in our railfan publications list (March '70) is *The Trainmaster*. This is put out 10 times a year by NRHS, Pacific Northwest Chapter, Room 1, Union Station, Portland, Ore. 97209. It is 8 to 16 pages long, printed, with illustrations. Ed Immel is editor.

A reply to those looking for a caboose to buy (March '70 dept.) comes from Peter Boylan, Box 218, Highbridge Station, Bronx, N.Y. 10453. Pete says all the crummies sitting on spur tracks at Orangeburg, N.Y., are privately owned and not for sale by the Erie Lackawanna. In fact, the EL may not even own the tracks. Who can supply more information on this?

Readers interested in passenger trains would do well to join the National Association of Railroad Passengers (NARP), 41 Ivy St., S.E., Washington, D.C. 20003. Regular membership dues, $5 a year.

Upper Canada Railway Society publishes a monthly newsletter and sponsors steam excursions. Membership, including the newsletter, costs $6.50 a year. Student memberships are available to those 17 and under. Contact Membership Secretary, Box 122, Postal Station "A", Toronto 116, Ont., Canada.

Nearly all of our readers are literate and highly intelligent. But now and then we get letters and cards written so poorly or so faintly that we cannot read them. Sometimes even the writer's own signature is illegible! When we get such mail, we toss it into a scrap can. We value our eyesight too much to strain it unnecessarily.

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

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RAILWAY MAGAZINE
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Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 205, 555 E. Lange St., Mundelein, Ill. 60060.

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If 18 or under, check here for special booklet. ☐

MAIL CAR

(Continued from page 10)

"We'd go to the bakery around midnight for a list of shipments. Then we made out the express waybills, which would be ready when the bakery delivered the bread around 7 a.m. After that we pasted the waybills on the boxes in readiness for the 8 a.m. train. The boxes were returned empty on the evening train and were picked up the next morning when bread-boxes were delivered to the station. Incidentally, when I went to get the list I would help the bakers pull loaves out of the oven on long-handled paddles. A man with gloves on would grab the pan of bread off the paddle."

The following comes from C. P. Leonard, 63 Maple St., Collingwood, Ont., Canada: "Many years ago a Canadian Northern train stopped at Orono, Ont. The agent jumped up onto the station truck to unload empty bread baskets consigned to the local bakery. Before he started, the express messenger handed him a package of currency, $2,000, for the bank to sign for. The agent threw it into one of the baskets. After unloading the baskets, he pulled the truck around to the end of the station.

"After OS'ing the train, he sat down to write up the waybills. Then he thought about the package of money. He ran to the end of the station, only to learn that a bakery wagon had picked up the baskets. Frantically hurrying uptown, he went into the bakery and asked breathlessly, 'Where are the empty baskets you just picked up at the station?' The agent was told they were standing outdoors beside the building. He rushed there, delved through the baskets, and heaved a great sigh of relief. The package was still there, intact!"

PERSONALITIES. Back in 1912, Merle K. Wilsey (now of 317 Moore Dr., La Crescent, Minn. 55947) hired out to the Milwaukee Road as a laborer at 15 cents per hour for a ten-hour day. Two years later, on a bridge and building crew, his pay rose to 25 cents an hour, which made him feel rich. In 1922 he got a temporary job as Mississippi River bridge tender at LaCrosse, Wis., and was to have been relieved 3 or 4 days later. His job lasted until Nov. '66! Who else has been a bridge tender 43 years?

New York State Legislature recently passed a bill, which Governor Rockefeller signed, exempting railroad policemen from the need to be licensed to carry firearms. This puts *bulls* into the same category as city cops and peace officers. Grover Cleveland, one of the four Presidents of U.S. who worked for railroads at one time or another, was employed briefly in youth as a New York Central policeman.

Joe McMahon reports that in 1920 one retired Erie hogger was living in Sparkhill, N.Y., at age 103. Another, promoted to engineer in 1847, had just died at 96. People lived under less pressure in those days. Maybe that's why they lived longer—some of them, anyhow.

Head of the clock and watch section of the British Railway office at Reading, England, is Bill Busby. If any of the 3,500 clocks in his territory go wrong, it's Bill's job to do the repair of them. The same also applies to watches carried by 5,000 railway employes. While many clocks that arrive in Bill's office are too old to be of any further use to the railway, he repairs them anyway, and the company makes a profit selling them to collectors.

"In San Antonio during World War I the Katy used good coal on its passenger and troop trains, coal and lignite on freights, and only lignite on yard engines," recalls Hervey Angier, retired SP engineer, 402 Channing Ave., San Antonio, Texas 78210. "Often I was on a transfer drag moving from Yoakum Bend Yard to the Gulf, Houston & San Antonio (SP) East Yard with a Katy goat. The front end of her smokebox would be cherry-red to the top of the nozzle. Lignite was so light that it would hardly ignite in the firebox, but the exhaust would draw it up in front end, where it would burn."

A picture book on the Rock Island railroad is being gotten up by Ed Wojtas, 6502 Parkside Dr., Tinley Park, Ill. 60477, who hopes it will be published this year. Ed is an uncommonly good railroad photographer.

IT WASN'T exactly the bridge on the River Kwai, but a militia unit of the Royal Canadian Engineers says the Kettle Valley railway trestle near Hope, B.C., went down "like a deck of cards"—even if they did have to blow it up twice.

The 400-foot-long trestle was abandoned in 1958. The present owners of the property on which it stands, Pacific Coast Mines Ltd., found themselves saddled with an impressive, but absolutely useless, structure. So they gave the RCE permission to blow it up.

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BOOKS OF THE RAILS

by Albert Herskovits

THE PITTSBURG, SHAWMUT & NORTHERN RAILROAD COMPANY, by Paul Pietrak, soft cover, 170 pages, 8½x11", illustrated, published by the author, Box 76, North Boston, N.Y. 14110, $3.75; limited hard-cover edition, $6.

Here is the entertaining and informative history of a road that has served southwestern New York State and northern Pennsylvania for over 70 years. Pietrak has done a thorough research job, particularly in picking out colorful stories. One of these concerns a strict foreman who had numbers painted on the seats of the workers' pants. If the paint wore off, he could tell which of his men were sitting down on the job. Many good photos are used, together with maps, rosters, and timetables. Chapters are devoted to PS&N locos, repair shops, wrecks.

BIRMINGHAM'S TERMINAL STATION 1909-1969, soft cover, 19 pages, 8½x11", illustrations, charts, published by Heart of Dixie Railroad Club, Box 896, Birmingham, Ala. 35235, $1.25.

Our March issue carried a dramatic night shot of the *Flying Scotsman* with the Birmingham station in the background. This short book tells the history of that "Great Temple of Travel," from the balloon race and monster parades which accompanied its opening to the humiliating crunch of the wrecker's ball marking the end. Money from the book's sale will be earmarked to maintain the four steam engines in the Heart of Dixie RR. Club's museum.

THREE SCORE AND TEN, by Sister Blanche Marie McEniry, hard cover, 136 pages, 6x9½", illustrated, published by the College of Saint Elizabeth, Convent Station, N.J. 07961, $3.

Although primarily a history of the College, founded in 1899, this book contains a brief account of Convent Station on the Erie Lackawanna line from Hoboken to Dover, N.J. This is definitely not a railroad book, but those familiar with New Jersey history will find it of interest. (Not available from our book service.)

COOKS CONTINENTAL TIMETABLE, soft cover, 472 pages, 6½x10", maps, tables, published by Thos. Cook & Son, Ltd., Berkeley Street, London, W.1, England, $2.20 per issue, $26 per year.

A cornucopia of information, this volume covers all European and some Asian countries. Several tables are a bit difficult to read (a good working knowledge of the 24-hour clock is mandatory), and there could be more maps, but on the whole it is good.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English-language railbook still in print, if it retails at $3.50 or more. All postpaid.

New York State residents must enclose 3 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y., which has no city sales tax. To avoid delay, send separate checks for books and magazine subscriptions.

The books are available only by mail. *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

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THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
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TRAIN WRECK! Wesley J. Griswold	$ 5.95	($ 5.65)
RIO GRANDE CAR PLANS, Robt. J. Wayner	$ 5.95	($ 5.65)
VINTAGE STEAM, by J. E. Kite	$ 5.75	($ 5.55)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
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Ride the Flying Scotsman

THE FLYING SCOTSMAN is touring the United States and Canada from April 16th until Oct. 17th. Arrangements for railfans, their wives, etc., to ride this train can be made through Harold E. Carter, 254 Winter St., Hanover, Mass. 02339.

Each applicant must pay his or her own transportation to the place where he or she meets the train, and back home after leaving it. Also pay your own hotel bills.

Flying Scotsman U.S.A. Ltd. will pay a subsistence allowance of $10 per working day and will grant free travel on the Exhibition train. Each applicant must be willing to work at almost any job required, such as engine and coach cleaners, ticket sellers and checkers, accountancy, barmen, and souvenir sellers.

Each must have a medical insurance policy. *Flying Scotsman* insurance covers accidents while working on the train.

Age limit is 16, except by special arrangement. Two references from public officials are required for each applicant.

No one will be accepted for less than a week. You will find the tour strenuous but exhilarating.

All applications should be mailed to Mr. Carter. Include a summary of yourself, including age, occupation, and phone number. State where you wish to join the train and when; also when and where you want to leave it. If accepted, you will be notified and the exact cost given.

Tour starts April 17 at Slaton, Texas. Here is the itinerary: 18, Lubbock; 19, Clovis; 20, Belen; 21, Winslow; 22, Williams Jct. and Seligman; 23, Barstow; 24, San Diego, until May 3.

May 4-10, Los Angeles; 11, Bakersfield; 12-17, San Francisco; 18, Redding; 19, Klamath Falls; 20, Eugene; 21-24, Portland; 25-26, Tacoma; 27-31, Seattle.

June 1-14, Vancouver; 15, Kamloops Jct.; 16, Jasper; 17-21, Edmonton; 22-23, Calgary; 24, Medicine Hat; 25, Moose Jaw; 26-28, Regina; 29, Brandon; 30, Winnipeg, until July 8.

July 9, Moorhead; 10-12, Minneapolis; 21, Green Bay Museum, until Aug. 19.

Aug. 20, Milwaukee; 21-30, Chicago; 31, South Bend.

Sept. 1-6, Detroit; 7-8, London; 9-16, Toronto; 18-20, Niagara Falls; 21-27, Buffalo; 28, Pittsburgh, until Oct. 4.

Oct. 5-11, Cleveland; 12-13, Toledo; 14, South Bend; 15, Chicago (again); 16 Milwaukee (again); 17, Green Bay (again). Tour ends.

***Flying Scotsman*, now on tour in the U.S., is shown here running in England.**

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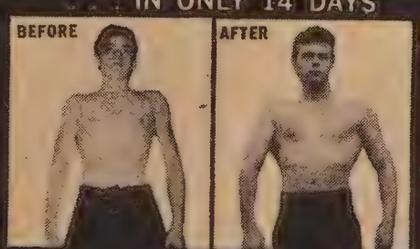

HE GAINS 16 POUNDS

BEFORE: Walter Leno Jr. was weak and "under-nourished" looking—ashamed to be seen anywhere in public.

AFTER: Walter used Weider methods and in just 14 days put on 16 pounds, 2¼" on his arms and 2¼" on his chest!

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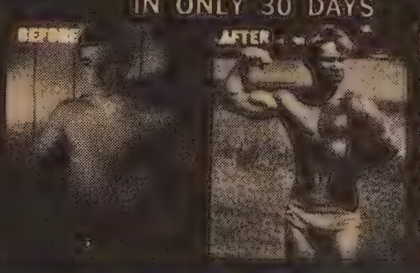

HE GAINS 25 LBS

BEFORE: Paul Carmody weighed a skinny 135 lbs. with "toothpick" arms and a shallow chest. He longed to be big and strong.

AFTER: Paul put himself under Weider methods and gained 25 muscular lbs. in 30 days, adding 1½" to his arms, 5" to his chest!

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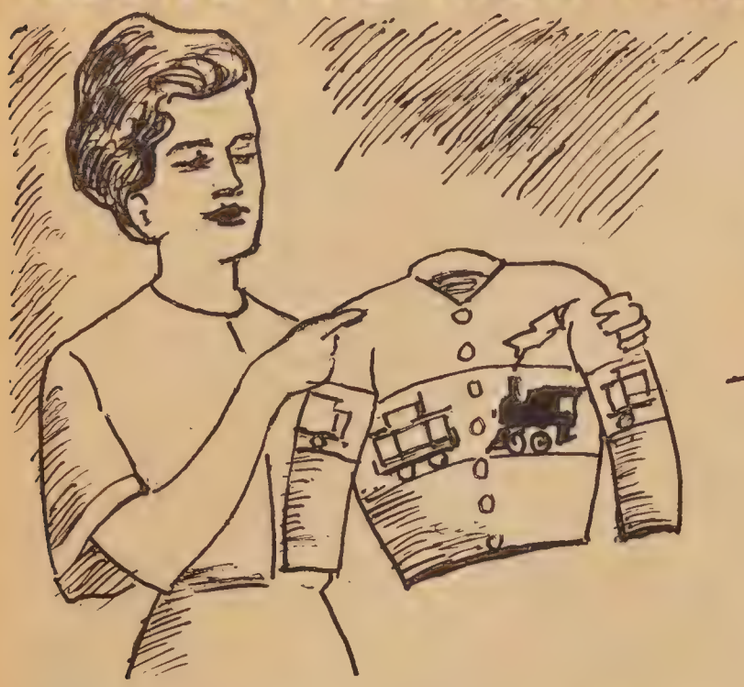
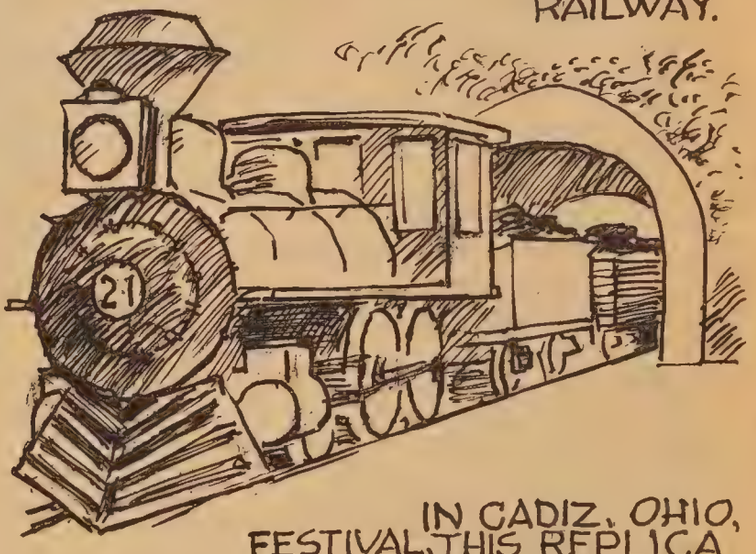
ALONG THE IRON PIKE

by Joe Easley



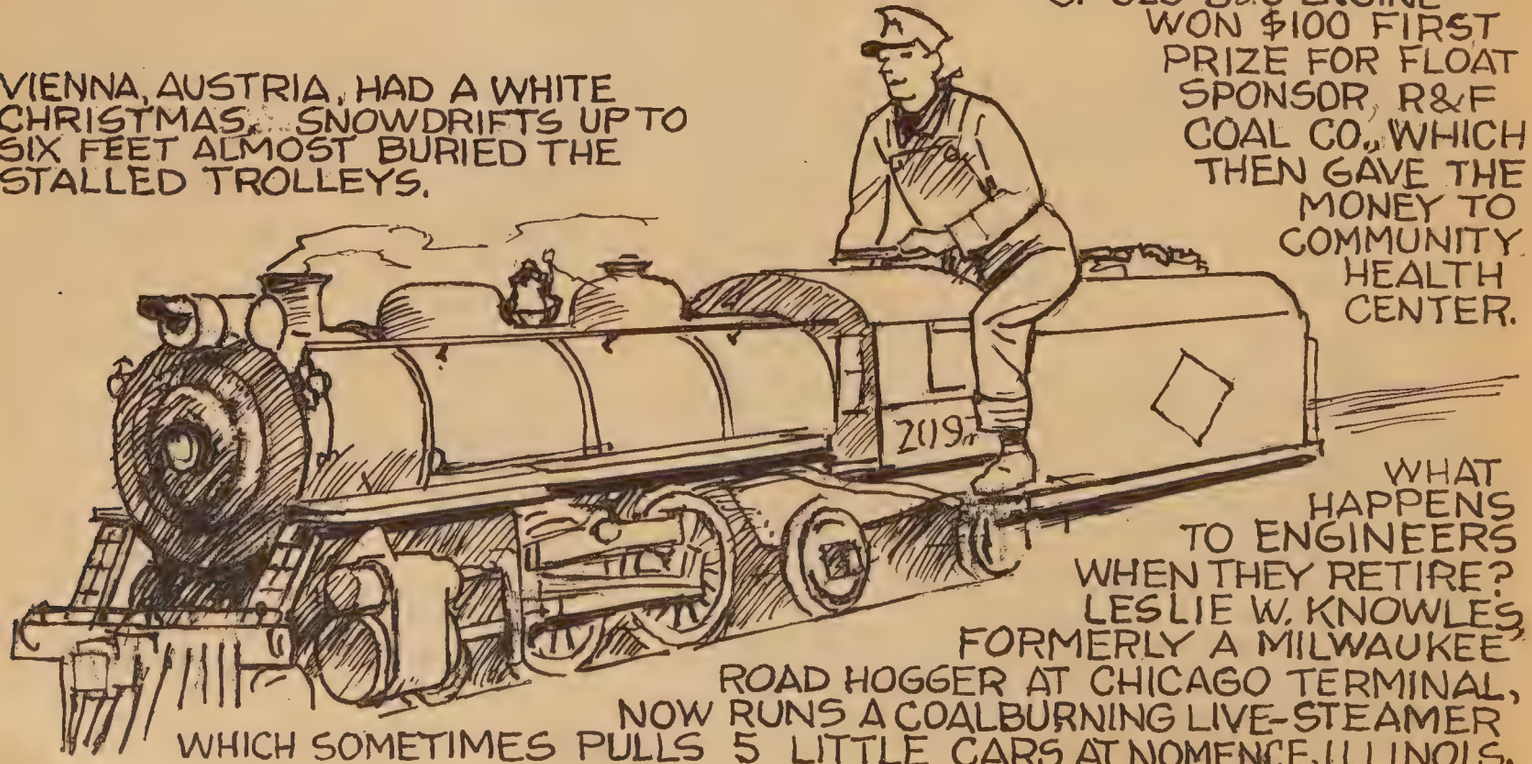
RAILROAD SWEATER FOR YEAR-OLD BOY WAS KNITTED BY ROCK ISLAND PAYROLL CLERK MARGE ROMADKA OF CHICAGO.

GENERAL ELECTRIC U&B DIESEL PICTURE OF VIET NAM POSTAGE STAMP MARKS START OF REHABILITATION OF NATION'S WAR-RAVAGED RAILWAY.



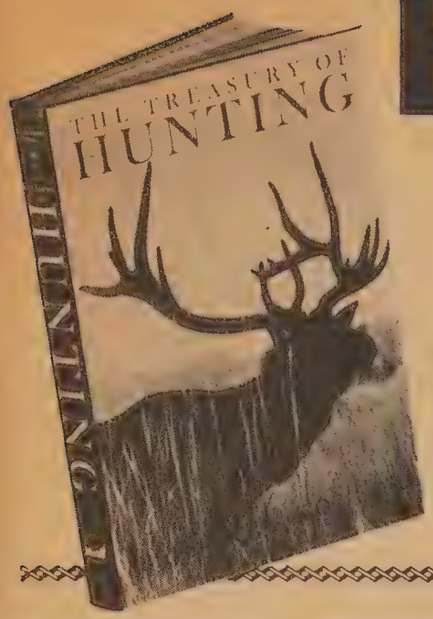
IN CADIZ, OHIO, FESTIVAL, THIS REPLICA OF OLD B&O ENGINE WON $100 FIRST PRIZE FOR FLOAT SPONSOR, R&F COAL CO., WHICH THEN GAVE THE MONEY TO COMMUNITY HEALTH CENTER.

VIENNA, AUSTRIA, HAD A WHITE CHRISTMAS. SNOWDRIFTS UP TO SIX FEET ALMOST BURIED THE STALLED TROLLEYS.



WHAT HAPPENS TO ENGINEERS WHEN THEY RETIRE? LESLIE W. KNOWLES, FORMERLY A MILWAUKEE ROAD HOGGER AT CHICAGO TERMINAL, NOW RUNS A COALBURNING LIVE-STEAMER WHICH SOMETIMES PULLS 5 LITTLE CARS AT NOMENCE, ILLINOIS.

BOOK SALE!



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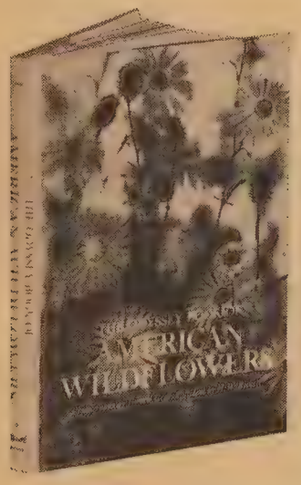

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56. GREAT SEA BATTLES. By O. Warner. Over 250 Photos, plus many Full Color illus., maps, letters and diagrams. Magnificent presentation of some of the finest hours in the naval history of many nations. Covers the most dramatic moments of 400 years of conflicts from Lepanto to World War II. 9¾ x 12¾. Pub. at $25.00. **Only $9.95**

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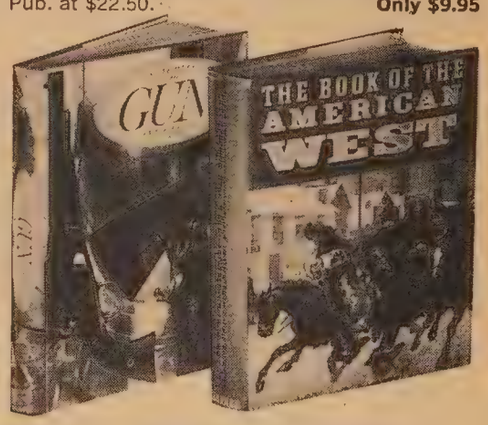

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The Switch List

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 6¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JESS ADAMS, Box 2248, Anchorage, Alaska 99501, sells newsletter containing seven 7x4 offset pix of WP&Y roundhouse fire at Skagway.

WAYNE ALLEN, 962 Greenland Rd., Portsmouth, N.H. 03801, buys '67 to date EL, LV, D&H emp. tts. Trades B&M tr. orders for those of other rrs.

CLYDE ANDERSON, 909 S. 5th St., Champaign, Ill. 61820, buys '69-'70 PC emp. tts.

C.L. ANDREWS, 4231 S. W. 38th St., West Hollywood, Fla. 33023, sells 3½x5 pix steam, diesel, stations, cars of LV, CNJ, RDG, SCL, FEC. (Large SSE).

A. ANGELINA, Box 323, Waterford, N.J. 08089, buys or trades for PRSL tts., emp. tts., pix of steam, diesels, stations, etc.

ED BALES, 216 W. Main, Mulvane, Kan. 67110, buys, traaes crosstie date nails. (SSE).

R.L. BARGER, 5617 Akron Dr., Harrisburg, Pa. 17109, buys back issues of Off. Register of Psgr. Train Equip., psgr. car names, floor plans, etc.

S.E. BLAND, 1125 Monitor Dr., Reno, Nev. 89502, wants info., pix on Pacific Lumber and Hammond Lbr.'s logging rrs. in northern Calif.

BRUCE BOWDEN, 872 Nopalea Ave., Myrtle Beach AFB, S.C. 29577, buys size 116 pix B&M locos.

WALT BRAMKAMP, 40-32 218 St., Bayside, N.Y. 11361, buys and trades for color slides, pix.

SETH BRAMSON, 8035 Cecil St., Miami Beach Fla. 33141, buys, trades for anything FEC, Fla. RPO cancellations, trolleyana; sells pix from FEC 8x10 off. negs.

W. BROSCHART, Box 8064, Jersey City, N.J. 07308, buys negs., pix southern US trolleys pre '40, esp. Ga., Ala., S.C., N.C., Fla.

J.W. BROWDER, Jr., 553 1st Ave., Suffolk, Va. 23434, buys info., pix on SOU n.g. from Emporia to Claremont, Va.; Gray Lumber Co. at Waverly, Va.; SS&S at Dendron, Va.

R.S. BRUNDAGE, 2431 E. 8th St., Tulsa, Okla. 74104, buys and trades psgr. car pix; buys railroadiana; trades lists.

C.A. BUTCHER, 8 Coyne St., St. Thomas, Ont., Canada, buys, sells, and trades NYC steam, diesel pix, negs; list 10¢.

BILL CARRUTHERS, 58 Princeway Dr., Scarboro 4, Ont., Canada, buys, sells, and trades sizes 116, 620 steam loco negs; list, sample 25¢.

GERALD CARSON, 11945 Gay Glen Dr., Maryland Heights Mo. 63043, buys orig. steam slides; trades orig. diesel slides.

BILLY CARTEE, Rte. 3, Box 392, Cullman, Ala. 35055, buys postcards depicting L&N, SOU trs.

CECIL CHURCH, 216 Rideau Terr., Ottawa 2, Ont., Canada buys and trades orig. Alco, Baldwin, Lima steam bldrs. pix, bldrs. catalogs.

JOE CLEGG, 802 S. East, Jacksonville, Ill. 62650, sells rr. watch fobs. (SSE).

RAY COCHRANE, 285 W. Nevada, Detroit, Mich. 48203, buys color slides Oro Dam Constructors diesels and S.J. Groves & Sons diesels.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, will sell CN steam loco bell, PRR, NYC lanterns, railroadiana. (SSE).

H.D. CONNER, 1604 Blue Bonnet Dr., Fort Worth, Tex. 76111, buys, trades sw. keys, lanterns; buys mint decks rr. playing cards.

CHAS CONNIFF, 534 Witsell Rd., Jackson, Miss. 39206, sells slides diesels, psgr. trains, psgr. cars, cabooses. (SSE).

GREG COX, 8 Bullard Ave., Holyoke, Mass. 01040, trades B&M, PC pix for B&M, PC NY and New Haven Regions emp. tts.

LU CUMMINGS, 129 Nevin St., Lancaster, Pa. 17603, buys copies of Annual Report of the Sec. of Internal Affairs of Commonwealth of Pa. 1919-'39.

R. DANIELS, 2323 Belvedere Dr., Scotch Plains, N.J., will buy CNJ 4/32 4/54 emp. tts., and '63 Harrisburg tt.

GEO. DAVENEL, 45-14 156 St., Flushing, N.Y. 11355, buys EL, D&H tts., emp. tts., tr. orders; NYO&W pix.

BILL DECHAN, 345 Clover Hills Dr., Rochester, N.Y. 14618, sells dupl. slides PC, LV, D&H, EL, N&W, CN, CP, etc; list, sample 50¢.

R.L. DENTON, Box 5122, Midland, Texas 79701, trades tts., tr. orders, bks., mags. for sw. keys, lanterns. (SSE).

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP; list 20¢. Buys, sells CN, CP, TH&B steam negs.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, sells EL color slides.

JOHN DOCKENDORF, 410 Broadway, Decorah, Iowa 52101, buys Trains mag. '46-'52.

JOE DOHERTY, 26 Anderson Rd., Bernardsville, N.J. 07924, will buy '70 UP calendar.

BOB DUNN, 24 Arrow St., Schenectady, N.Y. 12304, will buy sw. keys, lanterns, Schenectady Ry. uniform buttons, back issues Railroad Magazine.

BOB EMERICK, 200 S. Terr., Boonton, N.J. 07005, sells 8x10 DL&W steam pix; trades for NYO&W, LV, L&HR, L&NE, RUT, D&H, B&M, NYS&W sw. keys.

LYLE EVERSON, Box 108, Viroqua, Wisc. 54665, will sell one set of back issues Railroad Magazine '47-'65, perf. cond.; make offer.

JOHN FERGUSSON, 1710 Regent Rd., Baltimore, Md. 21209, sells taped program "Railroad Jazz." (SSE)

BOB GAEL, 821 H Ave. N.W., Cedar Rapids, Iowa 52405, sells tts., rulebks., folders, etc., of CNS&M, CA&E, PE, Key System, CTA. (SSE)

ED GARDNER, 22 Garden Ave., Mountaintop, Pa. 18707, trades tts. Sells booklets "Trolley TT. Panorama" and "Collecting RR TT's."

RANDY GARNHART, 2722 Broadway, Rockford, Ill. 61108, buys color slides, b&w pix CGW psgr. trains, equip.

T.G. GASCOIGNE, Box 565, Oshawa, Ont., Canada, supplies info. on NATTA, trackless trolley group. (SSE)

PHILIP GIBS, 33 Arcadia Lane, Hicksville, N.Y. 11801, will buy 8-9/46, 11/47 Railroad Magazine.

W.C. GILLOCK, Box 1381, Longview, Texas 75601, sells markers, lanterns, sw. keys, emp. tts., tr. orders, loco pix, etc. (SSE)

JOHN GONDELL, 194 S. Laurel St., Hazleton, Pa. 18201, buys pix, plans, info. on F&CC, CM, CS&CCD, MT, PRR steam on Hazleton bridge.

BILL GORDON, 811 Garson Ave., Rochester, N.Y. 14609, sells his book "Buffalo-International Railways-Niagara Falls."

A. GOODMAN, 5826 S. Western, Chicago, Ill. 60636, buys rr. dining-car silverware, dishes; telegraph equip., bks., catalogs.

HUGH GUILLAUME, 210 Capen, Buffalo, N.Y. 14226, buys and trades lanterns, keys, raised letter lantern globes, brass wax sealers.

DAVE HAMLEY, 121 LaCrosse St., Pittsburgh, Pa. 15218, sells 25-page list of FM diesels by serial nos.

JIM HOLLIS, 8000 Fontana, Prairie Village, Kan. 66208, buys color negs., pix D&RGW 483 and cars in the Grand Mt. RR Line paint scheme; buys negs. Cumbres frt. operations.

AL HUDSON, 617 Sundale Dr., Birmingham, Ala. 35235, sells tts. from early '60's (SSE)

C.W. JERNSTROM, 822 Pelham Dr., Fort Wayne, Ind. 46805, sells steam pix, size 620 to 4x5, steam negs. (SSE)

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, Trains, RMC, etc.; buys collections. (SSE)

D. KELLER, 5473 Express Dr. N., Holtsville, N.Y. 11742, sells LIRR pix; buys LIRR negs., pix stations, steam. (SSE)

GLEN KIDDER, RD 1, Action, Mass. 01720, will sell RUT sw. lamp, Concord & Montreal lanterns, Forney's (1879) "Catechism of the Steam Loco." (SSE)

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, sells scratch pads with old rr. heralds; sample 6¢.

ART LEAVISTER, 507 Mills St., Raleigh, N.C. 27608, will buy 8x10 pix showing B'way Ltd. and 20th Cent. Ltd. leaving Englewood simultaneously in '40.

WARREN LEE, 1016 Vista Grande, Albuquerque, N.M. 87105, buys back issues Railroad Magazine, Trains; emp. tts, pix of eastern rrs.

T. LEIGHTON, Marysville, B.C., Canada sells pix Canadian locos, trains.

JIM LEWNARD, 410 S. Emerson, Mt. Prospect, Ill. 60056, sells slides C&NW, CMSP&P, MON, SOO; trades for 1950 C&NW psgr. pix. (SSE).

HARRY LUDAY, 131 N. Mildred, Dearborn, Mich. 48128, wants to hear from Mike Jefferies.

RAY MAGEE, Box 744, DeQuincy, La 70633, buys Mississippi Central material.

JOHN MARTINEAU, 3632 S.W. 23rd Court, Fort Lauderdale, Fla. 33312, will buy color pix, slides ACL purple GP's, E's, F's, yard switchers.

ED MATHEWS, 5161 Bayside Dr., Dayton, Ohio 45431, will trade CERA Bulls. 101-102 for Beebe's "When Beauty Rode the Rails."

RAY MCMURDO, 755 Main St., Waltham, Mass. 02154, sells railroad and trolley books. (SSE)

WALT MOONEY, 1006 Hibbler, Chattanooga, Tenn. 37412, sells SOU 4501 tie bars, key rings, recordings, pix, patches, caps, bandannas; Off. Guides. (SSE)

DICK MORHARD, 14 Rogers La., Smithtown, N.Y. 11787, sells orig. 35mm slides, negs.; b&w, color pix, books, mags., other railroadiana. (SEE)

CHAS. MORROW, Box 132, Sun Valley, Idaho 83353, will sell Baldwin 2-4-4-2 std. gage loco weighing 115 tons.

TOM MULLAHEY, 933 E. Centre St., Mahanoy City, Pa. 17948, buys rulebks., switch keys, tts; trades Indian arrowheads.

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, will sell Ma. & Pa. spikes, tie date nails. (SSE)

ALTON MUTHARD, Rte. 1, Macungi, Pa. 18062, will buy 4/35, 7/49, 8/51, 5-6/44, 3/53, 8/58, 11/69, 12/61, 11/46, 2/59, 6/35 issues Railroad Magazine.

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla 33154, buys items marked FEC or JStA&IR; also buys, trades RPO cancellations.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells railroadiana; list 25¢ refundable.

JOHN NIXON, 13400 Glenfield, Detroit, Mich. 48213, buys pix, slides, negs., plans. tts., emp. tts., etc., of WAB. D&M.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, will buy steam, diesel, etc. bldrs. plates.

HAL OLSEN, 128 E. 4th Ave., Roselle, N.J. 07203, sells and trades size 116 PE, LARY pix, negs; buys PE, LARY collections; (SSE)

JOHN PARKER, 1439 Alpine Dr., Aiken, S.C. 29801, sells 2¼x3¼ negs. on approval; also pix. Mainline, shortlines, and traction lists available, 25¢ ea.

LEONARD PARSONS, Jr., 2108 Chestnut Ave., Manhattan Beach, Calif. 90266, buys Fresnel lens for sw. and marker lts.

MAYER PEARLMAN. 141-11 78th Rd., Flushing, N.Y. 11367, will buy last PRSL emp. tt. showing service to Philadelphia and current PRSL emp. tt.

ART PELTON, 117 Sackville Rd., Garden City, N.Y. 11530. will sell 1914 electropneumatic interlocking book.

JOE PIERSEN, 1180 Sherwood Ave., Highland Parks, Ill. 60035, trades for any size negs., slides C&NW wstn. lines.

GEO. PIERSON, 19622 Purnell Ave., Rocky River, Ohio 44116, will buy Beebe's "Mixed Train Daily," also pix, info. on Lakeside & Marblehead.

PAUL PIETRAK, BOX 76, N. Boston, N.Y. 14110, sells his book "Pittsburg, Shawmut & Northen," 170 pgs., 200 illus.

J.E. PIPER, 1204 S. Duncan, Marion, Ill. 62959, sells C&EI rule books, emp. tts.

JIM PROKES, 7850 S. Kenneth, Chicago, Ill. 60652, buys steam, trolley tts., cap badges; CERA bulls.

FRANCIS PUFAHL, 1431 Spruce Ave., Oak Hill, Del. 19805, sells back issues Railroad Magazine, Trains, '50 to date.

CLARENCE REEDY Jr., RR2, Middletown, Ind. 47356, sells and trades tts; also sells color depot pix. date nails, etc.

TONY REZNAK, Jr., 120 Edison St., Wilkes-Barre, Pa. 18702, publishes "The Bridge Line," D&H railfan's newsletter. (SEE)

BOB RIEBOLD, 434 Caroline, Kirkwood, Mo. 63122, buys, trades rr. playing cards; trades railroadiana; list free.

CHAS. ROBERTSON, 20500 Shadylane, St. Clair Shores, Mich. 48080, will trade Community Traction token for UP Promontory area spike.

JOHN ROBINSON, 1314 Virginia Ave., Bronx, N.Y. 10462, will buy "Westchester's Forgotten Ry." and "When the Westchester was New"; also NYW&B tts., emp. tts.

DICK ROEDEMA, 58 N. 14th St., Hawthorne, N.J. 07506, sells mags. with psgr. train ads, rr. bks., mags, etc.

MARK SAMWICK, 258 Clinton Ave., Brooklyn, N.Y. 11205, will sell H&M 1923 rulebks; mint cond.

A.R. SANDERFORD, Box 172, Seattle, Wash. 98731, buys one Off. Guide from 1938, '48, '58.

F.W. SCHMIDT, 513 Luella, Mulaane, Kan. 67110, sells and trades sw. keys, railroadiana. (SSE)

RANDY SCHOLL, Box 123. Batavia, Ohio 45103, will sell 1903 set of 12 bks., "The Science of Railways," fine cond.

A Wonderful Collector's Item for Only $3.98

Dr. Hammond's Nerve and Brain Pills.
GUARANTEED THE HIGHEST GRADE ON THE MARKET.
SIX BOXES POSITIVELY GUARANTEED TO CURE ANY DISEASE for which they are intended. This will cure you if you feel generally miserable or suffer with a thousand and one indescribable bad feelings, both mental and physical, among them low spirits, nervousness, weariness, lifelessness, weakness, dizziness, feeling of fullness like bloating after eating, or sense of goneness or emptiness of stomach in blurring of eyesight, memory, chilliness,
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FOR THE CURE OF
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$5.45
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BORED FOR NITRO POWDER
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Electric Ring for Rheumatism.
These are the first rings introduced into the United States, all others being imitations. Their popularity has caused many rings to be placed on sale that are without any curative properties.
No. 8R1585 Gray metal, polished. Price, each..50c
No. 8R1588 Gray metal, gold plated on outside. Price each.....95c
GOODYEAR WELT LACE, $1.98.
A RECORD BREAKER.
No. 15R863 HOW IT IS MADE. This shoe is made from the Badger calfskin over the fashionable Boston last, with handsomely perforated tip, vamp and lace stay, oak soles and a fine dongola top. The shoe is fitted in the best manner, with fine inside top facing. Fact is, it is made right along side of our best shoes by the same shoemakers, and no matter what the cost to us, you get such a shoe as no one else can offer for the price.
HOME MADE.
Sizes and half sizes, 5 to 11.
Widths, D, E and EE.
UNION MADE.
Weight averages 50 ozs.
For postage rate see page 4.
No. 15R863 Price, per pair.....$1.98
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SEARS ROEBUCK 1902 CATALOG

AMERICA AT THE TURN OF THE CENTURY. When penny candy was king...when knickers were a boy's best friend and when a woman showed ankles, maybe. Enjoy all the nostalgia of a young, still largely rural America in this remarkable, and amusing book. Published in the Spring of 1902, this Sears Roebuck catalog mirrors the dreams and needs of Americans at a time when life was far less complex...much more fun, and cost far less!

Buggies were the rage. The 1906 Pure Food and Drug Act was four years away and you could still get a Sure Cure for Tobacco Habit...Dr. Rose's Arsenic Complexion Wafers and a white Ribbon Secret Liquor Cure. And prices were something else again...Toothbrushes 3¢...a drophead sewing machine guaranteed for 20 years and priced at only $10.45...a solid oak home organ for only $22...and high button leather shoes only $1.98! All are beautifully illustrated with fine steel engraving of the period.

This great book is over 700 pages, a large 8½" x 10⅝" (the actual size of the 1902 catalog) and has more than 40,000 items, carefully illustrated and fully described. It's really a joy to read, with a lesson in thrift and true American thinking for every member of the family...nostalgia for the older, an education for the young. It's a wonderful book, a wonderful gift, and at $3.98, a lot more for the money than you can find today. Only 1 printing—the supply is really limited. Order today. It's worth it!

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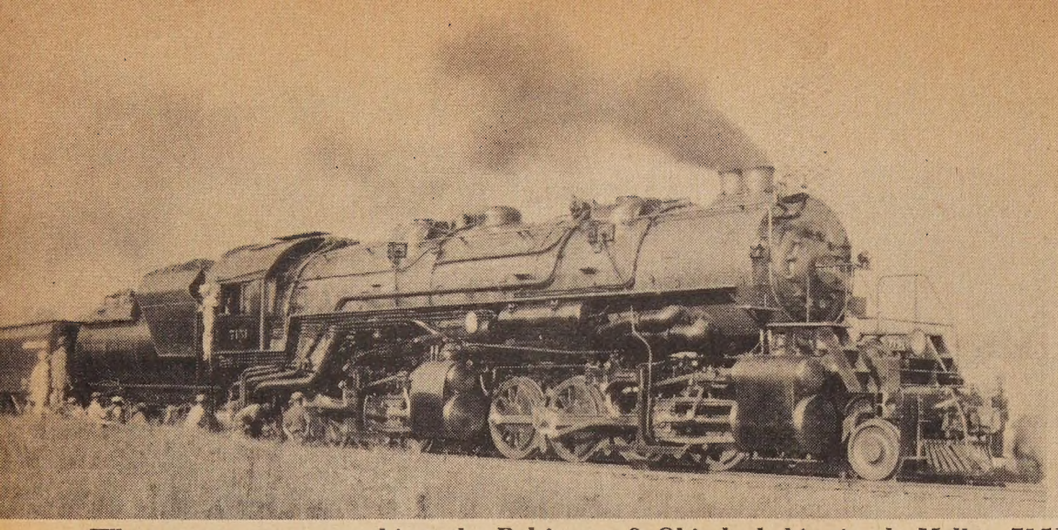

When steam power was king, the Baltimore & Ohio had this simple Mallet, 7151.
Collection of Stephen D. Maguire

OTTO SCHUERER, 3917 N. 51st Blvd., Milwaukee, Wis. 53216, buys C&NW Newsliner mags.

MARK SEWARD, 2 S. Kinsley, West Acton, Mass. 01720, buys diesel rosters of B&M, EL. D&H, PRR, NYC, PC.

AL SHADE, 9831 Aldridge, Columbia Sta., Ohio 44028, sells, trades pix, b&w slides NYC steam '36 to date; list, sample 25¢.

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells slides, postcards, 8x10 color pix D&H PA-2's (SSE)

AL SHERRY, 5445 Netherland Ave., Riverdale, N.Y. 10471, sells and trades negs. of B&O, NYC, PRR, NKP, CN, CP; buys psgr. tr. brochures, negs. (SSE)

DWIGHT SMITH. 97 Bartley Ave., Portland, Me. 04103, sells tts., emp. tts., freight schedules, Off. Guides, mags, annual reports, Railroad Magazine, etc; list, gift 10¢.

H.B. SMITH, Box 452, Birmingham, Mich. 48012, buys amateur and commercially made rail movies.

ROBT. SMITH, 134 Columbus St., Kent, Ohio 44240, sells dupl. 35mm color slides steam, diesel of CNJ, NKP, N&W, PRR, SP. (SSE)

BURRELL SPIETH, 509 E. 7th St., Centralia, Ill. 62801, sells diesel bldrs., trust plates; trades, sells tr. orders. (SSE)

WALT STEPHENS, 8 Richfield St., Squantum, Mass. 02171, will buy anything D&H; also PC NH Region emp. tt.

PETE STRONGE, Box 451, Fairfield, Iowa 52556, buys negs.; b&w, color pix; slides of ATSF business car 33.

CARL STURNER, Box 24, Earlton, N.Y. 12058, sells 35mm slides western steam.

PAUL THOMPSON, Box 4097, Albequerque, N.M. 87106, buys current emp. tts. from AT&SF, SP. C&S, FW&D, CRI&P, UP.

PHIL TUBELL, 2956 Alonzo Rd., Jacksonville. Fla. 32216, trades ACL, FEC, SAL diesel pix for those of other rrs.

ED TYRREL, 2965 Kanes Rd., Willow Grove, Pa. 19090, will buy or trade PRR round no. plate for PRR loco marker lts.

VINCE VOLLMAYER, 22340 Cedar, St. Clair Shores, Mich. 48081, trades sw. keys; also dater dies for sw. keys or brass sw. locks.

L.A. WHYTE, 1324 Regency Ct., Sudbury, Ont., Canada, sells Canadian steam, diesel b&w, color pix; list, samples 25¢.

G.C. WIGREN, 605 Willard St. Ext., RD 2, Jamestown, N.Y. 14701, sells 6 Erie frt. bills, EL '62 tt.

WM. WILCOX, 48 Madison St., Hamilton, N.Y. 13346, sells 3½x5 pix NYO&W steam, diesel, etc. (SSE)

BOB WILSON, 12782 St. James Dr., Mantua, Ohio 44255, buys emp. tts., tts. rulebks; Trades PRR emp. tts.

JACK WILSON, 645 Melrose Ave., Plainwell, Mich. 49080, sells b&w, color pix midwestern rrs; list 15¢.

CHUCK WLODARCZYK, 5246 N. McVicker Ave., Chicago, Ill. 60630, sells steam pix, Chicago trolley pix, CNS&&M pix. (SSE)

BOB YANOSEY, 40 Hendel Ave., N. Arlington, N.J. 07032, buys neg. collections.

JOHN YATES, 125 E. Oakland Ave., Oaklyn, N.J. 08107, sells railroadiana. (SSE)

EV YOUNG, Box 2468, Pikeville, Ky. 41501, sells b&w, color pix C&O, N&W, CRR, SOU, B&O, FEC diesels. (SSE)

JOHN YOUNG, 169 San Francisco Ave., Hamilton, Ont., Canada, buys back issues Railroad Magazine.

A. BENGSTON, 776 Maple Ave., Glen Rock, N.J. 07452, wants early rr. prints, posters, bldrs. photos, and unusual related items; also items on Rogers Loco. Works.

GERRY BURRIDGE, Box 152, Pte. Claire-Dorval 700, Que., Canada, will sell pre-1920 5x7 pix Canadian lines, 60¢; list 10¢.Will buy old, current psgr. negs.

DON VAN COURT, 41 Hillcrest Rd., Madison, N.J. 07940, will sell huge stock of old rr. and transit buttons, 1870-1960. (SSE)

JIM CRIMMINS, 5 Bonnie Dr., Exeter. N.H. 03833, will sell Trains Album of Photographs, Nos. 1, 6, 10, 11, 12, 13, 19 for $2 each.

MIKE DOYLE, 110 Marion Ave., Syracuse, N.Y. 13219, will 16mm optical sound rail movies; prefers steam but will consider diesel if in color.

JIM FRED, R 1, Cutler, Ind. 46920, will send free 35mm color slide and approvals of rr. wrecks for 25¢ to cover handling.

JOHN HILTON, 4010 Highview Dr., Silver Spring, Md. 20906, will sell back issues Railroad Magazine; also rr. paper items, SOU rulebook, tie-date nails. (SSE)

RAY JOHNSON, Box 160, Wakefield, Kan. 67487, will sell or trade colored rr. emblem watch fobs for keys, locks, etc. (SSE)

JOHN KEAVY, Jr., Box 214. S. Station, Fall River, Mass. 02724, will sell rubber stamps showing train pix with or without name address. (SSE)

RANDY LARSEN, Box 327, Berwick, N.S., Canada, wants full rosters of diesel equipment, CN and CP.

G. PELKEY, 202 Hudson St., Lakewood, N.J. 08701, will sell PRR spike paperweights, mounted on finished wood base, $1.75. postpaid.

T.B. PELLETIER, Box 64, Palouse, Wash. 99161. will sell March '68 Off. Guide, $1; also Nov. '49; March, '68 Railroad Magazine, 60¢ each.

THOS. PULSIFER, Box 371, Xenia, Ohio 45385, trades old emp. tts.. mostly eastern lines, for more recent issues of same roads. (SSE)

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340. will sell back issues Railroad Magazine, Off. Guides, tts., RLHS Bulletins, other rr. books; list 25¢.

L.G. SIMPSON, 26 Valleyview Dr., Dayton, Ohio 45405, will sell bldrs. plates, keystones, number plates from PRR, NKP, SP. (SSE)

WALT SYLVESTER, 100 Hyde Park Ave., Bellwood, Ill. 60104. will sell switchmen's rulebooks, switch locks, keys.

Model Trading Post

GARY DAVIS, 1006 S. 8th St., Camden, N. J. 08103, buys toy trs., cast-iron toys.

AL MILLER, 3212 34th Ave. S., Minneapois. Minn. 55406, buys wide-gage toy trs., accessories; erector sets.

BOB SMITH, 712 S. 8 St., Coshocton, Ohio 43812, buys Lionel GP7, GP9 bodies, locos, O scale GP7 dummy.

DAVID JONES, New Hanover Square Rd., Box 233, RD 1. Gilbertsville, Pa. 19525, wants books with info. on Lionel, AF trains with set, car and loco numbers.

GLEN KIDDER, RD 1, Acton, Mass. 01720, will sell LMB "20th Century Ltd," brass "Hudson Intl.," B&O "Pacific," unused and HO gage. (SSE)

R. PAIGE, 715 Meridian St. Ext., Groton, Conn. 06340, wants HO model train set and extra track.●

Additional Roster Notes

Roster corrections come from G. Bruce Lawrence, Geo. R. Silcott, Armco Steel Corp., Gordon S. Ramsey, and the Montour Railroad.

Ohio Shortlines (Dec. '69) note 54 and Pennsylvania Shortlines (March'70) note 56 should read: Y&S 72-84 are leased to and stencilled Montour Railroad. Y&S 72 was sold to Whisler Equipment (9/22/60).

Ohio Shortlines note 42 and Pennsylvania Shortlines note 69 should read: P&LE 9731-9767 were originally P&LE 8541, 8548, 8633-8667, then P&LE 9731-9767. P&LE 8638 was sold to Geo. R. Silcott, them to the Sabine River & Northern, renumbered 8638 (1966). P&LE 8655 was sold to Silcott, then to the Genesee & Wyoming, renumbered 36. P&LE 8649-8650, 8654, 8664 were sold to Silcott, then to the South Buffalo. P&LE 8647 was sold to Silcott, then to Monongahela Connecting, renumbered 138. P&LE 8667 was sold to Armco Steel renumbered 19.

Mr. Silcott adds to our Oregon Shortlines roster (Nov. '69) the fact that he sold Monongahela Connecting No. 111, a 100 ton GE loco built in 1957, to the Oregon. Pacific & Eastern. The Klamath Northern loco is No. 205, with 500 hp, built by GE in 1955. It is a 70-tonner with B-B wheel arrangement.

Note 22. which should be added for OP&E 451, should read: OP&E 451 was originally Willamena & Grande 451, then OP&E 451. To the OP&E listing should be added locomotive A, built by Plymouth with 63 hp as model DLC type 6. It has B wheel arrangement, 4,000 lbs. of tractive effort, weighs 16,000 lbs; and was built in 1930 as Unemployed Exchange Assn.?, and was then Feather River Ry. A, then OP&E A.—SY REICH.

Coming Events

April 11: Annual "Dogwood Special," Atlanta to Gainesville, Ga. Atlanta Chapter's own 4-6-2, No. 750, will pull 10 coaches and baggage car; leaves Atlanta Terminal 8 a.m. Contact Atlanta Chapters, NRHS, Box 13132, Atlanta, Ga. 30324.

April 11: Morristown & Erie steam excursion using Morris County Central No. 385. Write Alan Holleuffer, 10 Pine St., West Orange, N.J. 07052.

April 19-26: A week's cruise on the "Delta Queen," St. Louis to Kentucky Lake and return; steamboat reserved entirely for sponsoring club. Lv. Detroit, 7:15 a.m. on Wabash Cannonball to St. Louis. After cruise, return to Detroit via Cannonball. Fare $222 to $420, incl. all meals and staterooms. Contact Michigan Railroad Club, 1866 Penobscot Bldg., Detroit, Mich. 48226.

May 3: LV. steam trip, Bethleham to Wilkes-Barre, Pa.; fare $13.95, kids $8.95. Contact Quakertown & Eastern RR., 1321 W. Broad St., Quakertown, Pa. 18951.

May 16: Meeting, NY Div., Natl. Assn. of Timetable Collectors, 12 noon at Penn Station YMCA, New York City. All kinds of tts. on display; also bought, sold, traded. Hobby discussions plus free copies of "The Timetable Collector."

July 18-Aug. 8: Railfan Tour of Europe; visit Spain, Portugal, Italy, Switzerland, France; many unusual routes; some steam. Lv. N.Y. City under guidance of "Tommy" Thompson; fare $889. Contact Geo. Tobias, Atlantic-Pacific Travel, 136 E. 57th St., New York, N.Y. 10022. ●

Pen Pals Wanted

Al Herskovits, 40 E. 66th St., New York, N.Y. 10021, wants to hear from oldtime B&M engineers and firemen, especially those who worked on 2-8-4's.

Maurice J. Berichia (27), 2849 Mayfield Ave., Baltimore, Md. 21213, likes to correspond with male and female railfans.

Glenn Thomas (24), 2271 Cheremoya Ave.. Hollywood, Calif. 90028, wants to hear from girl railfans.

Mrs. Carolyn Ribone (28), P.O. Box 64, Albion, 4010, Brisbane, Queensland, Australia, collects postcards and small souvenir items; wants to write to anyone with her first name or birthday (Nov. 3), also to any housewife in 25-35 age group.

Robert G. Shaw, 930 Majella Ave., La Verne, Calif. 91750, wants to hear from ex-engineers and firemen of all U.S. steam locos now on display.

Mrs. Lillian Pierce, 8351 W. Bush Lake Rd., Minneapolis, Minn. 55431, is ill; needs cheer-up cards and letters.

Monroe Garrett (65), Rte. 1, Florence, S.C. 29501.

John T. Duff, 316 Gladstone Rd., Pittsburgh, Pa. 15217.

Linda Lepard (19), 56 Prospect St., Painesville, Ohio 44077.

David Steele (16), 1521 E. 5th St., Duluth, Minn. 55812, wants to hear from MoPac fans.

Dana Brown (16), 409 N. 11th West, Salt Lake City, Utah 84116. ●

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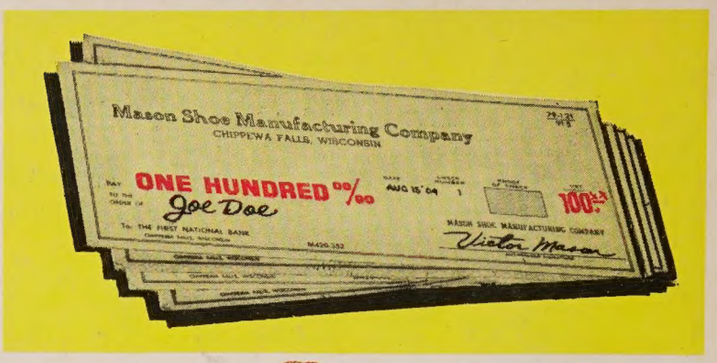

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